

HC
107
M3M37
1890
NMAH



Compliments of

J. THOMAS SCHARF,

Commissioner of the Land Office

REPORT

OF

J. THOMAS SCHARF, LL. D

COMMISSIONER OF THE LAND OFFICE OF MARYLAND,

From JANUARY 1st, 1888 to JANUARY 1st, 1890.

TO

GOVERNOR ELIHU E. JACKSON,

WITH A SERIES OF CAREFULLY PREPARED ARTICLES ON

MARYLAND'S RESOURCES,

WITH A DESCRIPTION OF

EVERY COUNTY IN THE STATE AND THE CITY OF BALTIMORE,

(*The Character of their Soil and Climate, their Resources, the
Price of Land, &c., and the Inducements they offer
to attract Capital and Population,*)

Including A Sketch of the Marsh Lands of Maryland



ANNAPOLIS

GEORGE T. MELVIN, STATE PRINTER.

1890.

147
1890
20144

REPORT
OF
J. THOMAS SCHARF, LL. D

COMMISSIONER OF THE LAND OFFICE OF MARYLAND,

From JANUARY 1st, 1888 to JANUARY 1st, 1890,

TO

GOVERNOR ELIHU E. JACKSON,

WITH A SERIES OF CAREFULLY PREPARED ARTICLES ON

MARYLAND'S RESOURCES,

WITH A DESCRIPTION OF

EVERY COUNTY IN THE STATE AND THE CITY OF BALTIMORE,

*The Character of their Soil and Climate, their Resources, the
Price of Land, &c., and the Inducements they offer
to attract Capital and Population,*

Including A Sketch of the Marsh Lands of Maryland.



ANNAPOLIS:

GEORGE T. MELVIN, STATE PRINTER.

1890.

COMMISSIONERS OF THE LAND OFFICE.

HON. JAMES MURRAY,

From 1852 to 1857.

HON. WILLIAM S. W. SEABROOK,

From 1857 to 1863.

HON. GEORGE L. L. DAVIS,

From 1863 to 1869.

DR. WILLIAM R. HAYWARD,

From 1869 to 1884.

J. THOMAS SCHARF, A. M., LL. D.,

From 1884.

LAND OFFICE REPORT.

To His Excellency, ELIHU E. JACKSON,
Governor of Maryland.

SIR:—I have the honor to submit the following report of all business transacted in the LAND OFFICE, from January 1st. 1888 to January 1st 1890:

THE OBJECT AND VALUE OF THE LAND OFFICE.

The object and value of the Land Office is not generally understood by our people. In it are preserved the most important records, documents, chancery proceedings, maps and other valuable papers collected by the Province and State, since the office was created in 1680. The Land Office, therefore, must be considered as the fountain and depository of the primitive muniments of title to all the landed property in the State—in which respect, the surveys returned to, and the patents recorded in it, together with the chancery records, constitute Maryland's Domesday book, in which a more accurate description of all the lands of the State is to be found, than of the lands in the records of any country whatever. By the Acts of 1780 and 1781, all the lands belonging to British subjects, were confiscated to the use of the State, and with these lands, Maryland rewarded the officers and soldiers who faithfully served in the Revolution in the Maryland Line. The Act of 1781, created a Land Office for the Western Shore, and another for the Eastern Shore, and placed each of them under the direction and care of a Register. In 1841, these two offices were consolidated, and the present Land Office was established at Annapolis. By the Constitution of

1851, the "Commissioner of the Land Office" was created, and directed to perform the duties formerly discharged by the Chancellor, Register and Examiner-General, and to act as Judge in caveat cases. In 1853, the General Assembly passed an Act declaring the Court of the Commissioner of the Land Office to be a Court of Record. The Act of 1862, and the Constitution of 1864, made the Commissioner of the Land Office, the keeper of the Chancery Records, and the ante-revolutionary and revolutionary papers. By the Constitution of 1867, he was further required "to collect, arrange, classify and keep all papers, records and relics connected with the early history of Maryland."

Besides performing the duties required by the Acts mentioned, the Commissioner of the Land Office, among other things, has to issue warrants; to make searches; to furnish copies; to prescribe rules and regulate the conduct of Surveyors in making surveys and returning certificates and plats; to examine and pass upon certificates returned to his office by Surveyors, and to hear, examine and decide upon all caveats which come before him as Commissioner.

CAVEAT CASES DETERMINED.

In the capacity of judge, the Commissioner has heard and determined, since his last report, six caveat cases. In deciding these cases considerable legal and historical knowledge and experience was required, and as none of the contestants took an appeal from the judgment of the Commissioner of the Land Office to the Court of Appeals, it is inferred they were not aggrieved by the decision of the Commissioner.

EXTRACTS OF DEEDS AND INDEXING.

By the Act of 1874, all books containing deeds and transfers of soldiers' lots, and all other land record books, then in the office of the Clerk of the Court of Appeals, were trans-

ferred to the Land Office, and it was made the duty of the Commissioner, to receive and have the custody of all the books and extracts aforesaid, and of all other extracts of deeds which might hereafter be transferred to his office, and to give certified copies of such deeds and extracts, and to make searches for the same when required. By the same Act, the Circuit Court Clerks of the respective counties, and the Clerk of the Superior Court of Baltimore City, were required to make extracts of deeds in a certain form therein prescribed, and to "transfer the same on or before the first day of June, in each year, to the Commissioner of the Land Office," whose duty it was made, by the next succeeding section of the Act, to "receive and carefully file among the records of his office all extracts of deeds transferred to him by virtue of this Act, and all such as shall hereafter be transmitted to him by the Clerks of the Circuit Courts of this State, and when he shall have received a sufficient number of such reports from the same county to form a record book of the proper size, he shall cause the same to be well and substantially bound in leather and placed among the records of his office." By the Revised Code (section 6, page 522), the Judges are required to examine the Land Records of their respective counties, and to see that the Clerks perform these duties. By the Act of 1876, it was made the duty of the Commissioner of the Land Office, to have indexed the extracts of deeds deposited in his office, and to continue the indexes as the extracts came into his possession.

It was the purpose of the Legislature in requiring these extracts to be made and preserved, to guard and protect the muniments of land-title from destruction by carelessness or fire; and the fact that the Record Offices of St. Mary's, Cecil, Dorchester, Harford, Calvert and Baltimore counties were destroyed by fire, with all their records, attests the wisdom of having such copies to supply loss and prevent the trouble and confusion which would arise from the loss of record evidence of the title to land. In the course of over two hundred years

the extracts of deeds have grown to an enormous bulk, and were until the passage of the Act of 1876, without indexes later than 1815. For the continuance of the indexes to date, the Act of 1876 was passed. Without such indexes the extracts are practically valueless, for without them it would be almost impossible in the vast number deposited in the Land Office, to find in a short time, any particular record of title. The payments made to the Court Clerks for recording deeds in the county or city where they are placed on record, includes the cost of making the extracts; and the second record of title to each tract of land preserved in the Land Office, is made without additional cost to the owners of the property.

The indexes of the extracts of land title, which the Commissioner of the Land Office is required to have made under the Act of 1876, are full and complete. The name of the grantor and grantee and the name of the land, if any, are indexed in separate volumes. The Clerks employed in making the indexes are not paid regular salaries, but receive pay for the amount of labor actually performed.

I am pleased to state that the indexes are so far advanced, that one-half of the force heretofore employed to do the work, will only be required hereafter. This will reduce the expenses of this service to, at least one-half.

The extract records of land titles in the Land Office, are much more complete than when my last report was issued. In some of the counties, however, there are large gaps in the missing extracts. The following statement shows how far the clerks of each county, and Baltimore city, have complied with the requirements of the Act of 1874, in transmitting to the Land Office, extracts of all deeds received for record in their respective offices.

EXTRACTS OF DEEDS IN THE LAND OFFICE.

Alleghany county; complete to June, 1887.

Anne Arundel county; complete to June, 1889.

Baltimore county ; complete to October, 1888.

Baltimore city ; complete to January, 1889.

Calvert county ; no extracts in this office from 1817 to 1882, excepting from December 9, 1873 to June, 1875. Complete from 1882 to June 1, 1887. The Court-House in this county, together with all the records, was destroyed by fire June 28, 1882. Extracts from the date of the fire to June, 1889.

Caroline county ; complete to June, 1888.

Carroll county ; complete to June, 1887.

Cecil county ; complete to June, 1886.

Charles county ; no extracts in this office since 1828, except from 1875 to June, 1889.

Dorchester county ; complete to June, 1886.

Frederick county ; complete to June, 1889.

Garrett county ; complete to June, 1888.

Harford county ; complete to November, 1887.

Howard county ; complete to June, 1889.

Kent county ; complete to June 1887.

Montgomery county ; complete to June, 1888.

Prince George's county ; no extracts in this office from 1827 to 1844, and from 1847 to 1879, excepting 1861 and 1862 ; complete from 1879 to August, 1885.

Queen Anne's county ; complete to June, 1889.

St. Mary's county ; complete to June, 1889.

Somerset county ; complete to June, 1889.

Talbot county ; complete to June, 1889.

Washington county ; complete to June, 1889.

Wicomico county ; complete to November, 1888.

Worcester county ; complete to November 20, 1888.

From the above statement, it will be seen, that a number of the clerks of the counties, have failed to send to the Land

Office, "on or before the first day of June in each year," as required by the Act of 1874, the extracts of deeds, left for record in their offices, and for which service they received pay.

I respectfully recommend that the Legislature take some action to supply the missing extracts from Calvert, Charles and Prince George counties for past years.

There have been indexed under the Act of 1876, in this office, 1,028,546 extracts of title; of this number 148,520 were indexed since January 1, 1888. All of the extracts have been indexed in separate books in the name of the grantor and grantee, and where possible, in the name of the tract of land conveyed.

LAND PATENTS.

There have been issued from the Land Office from January, 1888 to January, 1890, forty-four land patents in accordance with the following table:

LAND PATENTS.
Land Patents issued from January 1st, 1888 to January 1st, 1890.

NAME OF LAND.	ACRES.	NAME OF PATENTEE.	COUNTY.	VACANCY.
Sherman's Choice.....	A. R. P. 10.1.07	The Nanticoke Transportation Company.....	Wicomico...	A. R. P. 10.1.07
Mitchell's Survey.....	145.2.21	Zebulon Mitchell.....	Dorchester..	145.2.21
Mitchell's Discovery.....	27.2.25	Zelulon Mitchell.....	Dorchester..	27.2.25
Cannon Bluff.....	0.0.14	Charles W. Sebold.....	Washington..	.....
Maiden's Harbour Resurveyed.....	161.1.00	John H. Shockey.....	Worcester..	5.2.20
Martha's Addition.....	0.0.14	Henry Holtzapple.....	Washington..	.....
George and William.....	4.2.30	Geo. T. and Wm. H. Cole, Jr.....	Washington..	4.2.30
Dithculty.....	54.1.00	John M. Titchmeal.....	Garrett.....	54.1.00
Thomas' Manor Resurveyed.....	312.0.00	Thomas Browning.....	Garrett.....	96.2.00
Grove's Discovery.....	3.1.34	Manassas J. Grove.....	Frederick...	3.1.34
Cat Bird.....	120.0.00	William Moreland.....	Allegany.....	120.0.00
Terra Firma.....	375.0.00	John Gross.....	Allegany.....	375.0.00
Green's Farm.....	177.0.00	Robert Green.....	Garrett.....	88.0.00
The Resurvey on Edenburgh.....	30.3.10	Martin L. Higgins.....	Washington..	6.3.10
George's Deer Haunt.....	273.1.00	George A. Bittinger.....	Garrett.....	23.1.00
Barry's Island.....	3.2.00	Matthew Ruppert.....	Montgomery	3.2.00
Ruppert's Island.....	4.2.90	Matthew Ruppert.....	Montgomery	4.2.20
Huff's Round About.....	41.3.00	Jasper Huff.....	Allegany.....	41.3.00
Dart's Discovery.....	3.2.00	George W. Dart.....	Allegany.....	3.2.00
High and Dry.....	10.0.00	George W. Dart.....	Allegany.....	10.0.00
Monockey Island.....	1.0.29	Richard and Hannah De Con.....	Harford.....	1.0.29
Wacksmuth's Adventure.....	64.0.00	Charles Wacksmuth.....	Dorchester..	64.0.00
Perry's Victory.....	100.0.00	Perry Purst.....	Garrett.....	.....
Hard To Get At Resurveyed.....	32.2.15	William H. Richardson.....	Worcester..	0.0.21
John's Situation.....	367.0.00	Eugene M. Walston, Mary E. Vincent and Martha E. Mills.....	Worcester..	12.0.00

LAND PATENTS—Continued.

Land Patents issued from January 1st, 1888 to January 1st, 1890.

NAME OF LAND.	ACRES.	NAME OF PATENTEE.	COUNTY.	VACANCY.
Williams' Farm.....	246.3,00	Hiram Woolford, Wm. Hendrickson, Hiram M. James and Marcella V. James.....	Allegany.....	A. R. P. 89,0,00
Addition to Williams' Farm.....	200,1,00	Do. Do. Do.....	Allegany.....	200,1,00
Lozour's Adventure.....	101,2,00	Shadrack Lozour.....	Dorchester..	101,2,00
Shepherd's Folly.....	61,2,00	James A. Shephard.....	Dorchester..	61,2,00
Fraze's Choice.....	91,3,00	Sam'l K. and Wm. H. Frazee.....	Garrett.....	.....
Folly Run.....	209,2,00	Andrew J. Warnick.....	Garrett.....	209,2,00
Black Pine Grove.....	50,0,00	Charles T. West.....	Garrett.....	.....
Brown's Discovery.....	12,2,00	George Robert Brown.....	Prince George	12,2,00
Landing Island.....	74,2,00	Mrs. Eugenie L. Dolby.....	Dorchester..	74,2,00
Elkins.....	50,0,00	Louis Nydegger.....	Garrett.....	.....
Stony Island.....	4,0,15	Samuel D. Piper.....	Washington..	4,0,15
High Tariff.....	199,0,00	Howard G. Jones, John Somerville, and John Wilson, Jr.....	Allegany.....	27,0,00
Stewart's Discovery.....	6,2,26	Robert W. Stewart.....	Caroline.....	6,2,26
Lost Hatchet.....	50,0,00	Alpha Hinebaugh.....	Garrett.....	.....
Seward's Discovery.....	138,0,00	Charles H. Seward.....	Dorchester..	138,0,00
Todd's Delight.....	237,3,30	Charles H. Seward and Wm. J. Thomas.....	Dorchester..	237,3,30
Robbin's Delight.....	178,0,00	Jos. W. Robbins.....	Dorchester..	178,0,00
Keller's Lot.....	56,0,55	Bayard T. Keller.....	Garrett.....	.....
Cleveland.....	5,1,00	Henry Shuffler.....	Garrett.....	5,1,00
Total number of acres in Patents.....	1297,0,05	Total number of acres of vacant lands included in Patents.....	.....	2307,1,08

BUSINESS OF THE LAND OFFICE.

The patents issued conveyed 4,297 acres, 0 roods, 5 perches of land, of which amount 2,367 acres, 1 rood and 8 perches was vacant land sold by the State. There are on file in the Land Office, 22 certificates, returned since January 1st, 1888, which have been examined and passed on, but no patents have been issued. These certificates include 1,695 acres, 3 roods and 17 perches of land, of which amount 1,405 acres, 2 roods and 4 perches is vacant land. There are 17 certificates on file which have not been examined. The warrants issued since January, 1888, are 120, of which number 25 have been executed, and several renewed.

All the above-mentioned patents and certificates have been recorded in three forms—the original draft of patent, the recording patent, and the recording certificate. The unpatented certificates have been carefully examined to ascertain if the body of the certificate agreed with the table, the calls verified, and if the length and direction of the lines of the plat agreed with those in the body of the certificate. The contents of land embraced in the plats have also been calculated and verified. To perform this necessary service with only one clerk, the office is kept open every day until late at night. The correspondence of the office is increasing every year, the number of official letters written since my last report amounts to over 1,500. This does not include copies of land records, chancery proceedings, and making records of old cases not recorded, which are quite numerous.

THE LAND OFFICE SHOULD BE SELF-SUSTAINING.

From January 1st, 1888 to January 1st, 1890, in addition to discharging other duties for the State, of which there is no mention in this report, the Land Commissioner has made over 1,500 searches, for which the small fee required by law was charged. In addition to these a large number of long and

tedious searches had to be made at the request of individuals in search of titles to property, family history, &c., of which nothing could be found and hence no reasonable fee could be charged. In this connection I beg to renew the recommendation made in my last report, of giving the Commissioner authority to charge for searches, regulated according to the time and labor required to make them. If this plan was adopted it would increase very largely the revenues of the Land Office, and perhaps make it self-sustaining. This office has become, in a large measure, a bureau of information, to which application is made almost daily for information relating to the natural resources and advantages of Maryland, family genealogy, history, chancery proceedings, records of title, &c. These applications are not confined to residents of our own State, but embrace persons living in all sections of the Union, and many from Europe. Occasionally, inquiries sent to the Maryland Historical Society, and the various departments of our State government, are referred to this office for a reply. In complying with these requests, much of the time of the Commissioner and his clerk is taken up. If the desired information is not found among the records in the Land Office, no reasonable fee can be charged, but if the information is found after days and weeks of research, and though it may be of the utmost value and importance to the party or parties seeking it, under the present law, the Commissioner is prohibited from charging more than twenty-five cents; whereas, if the same information had been obtained through a lawyer, the applicant would be required, perhaps, to pay an attorney as many dollars.

THE MILITARY LANDS OF GARRETT COUNTY.

There have been made in this office, since my last report, many copies of records and chancery proceedings, and plats and maps. The office has a large and valuable map of the military lots comprised in Alleghany and Garrett counties,

which were awarded to the officers and soldiers of the Maryland Line for their services during the Revolution. There are on this map four thousand, one hundred and sixty-five lots of fifty acres each, besides sundry tracts which had been patented, and which were laid off by Francis Deakins, appointed under a resolution passed by the General Assembly in 1787, to survey and return a general plot of the State westward of Fort Cumberland. The extreme western section of Garrett County, known as the Glade District, is composed mostly of military lots. The town of Oakland, fifty-six miles west of Cumberland, is located on a fifty-acre lot. That portion of Allegany and Garrett counties which was laid off in lots and assigned to the officers and soldiers of the Revolution, has been developed by the construction of the Baltimore & Ohio Railroad, and the West Virginia, Central and Pittsburg Railroad, and the location of the Deer Park and Oakland hotels, and the discovery and development of valuable coal mines and timber lands. As the land has increased in value the demand for it has become greater; titles are subjected to legal ordeal, and the representatives of the officers and soldiers of the Revolution are beginning to look after titles to land which they formerly thought valueless and of little importance. Escheat patents have been obtained on many of the lots which have been, and will continue to be, a fruitful source of litigation as the lots increase in value. Most of the litigation that has occurred before the Commissioner of the Land Office, for many years past, has been from Allegany and Garrett counties, and especially from that section in which the military lots are situated. The Land Office, important to every part of the State because it contains the patents and the original tenures by which all land is held in Maryland, becomes, in Allegany and Garrett counties, where the titles to land are yet unsettled and disturbed, almost a vital necessity.

THE WEST VIRGINIA BOUNDARY CONTROVERSY.

In this connection I cannot too strongly urge upon the Legislature, the necessity of taking some action to promptly settle the ancient boundary dispute between Maryland and West Virginia. There seems to be no end of the trouble and expense which our citizens suffer because of this dispute between the two States. In addition to all the other annoyances which they have suffered, in some instances they have been arrested and carried into West Virginia and imprisoned simply because they were pursuing their ordinary avocations in the disputed territory. In other instances suits have been instituted against citizens of Maryland in West Virginia, and judgments obtained against them because they dared not go there to defend their interests. Is it strange, then, that at every session of the Legislature of Maryland held in the past twenty years, the citizens of Western Maryland have appealed to that body to take such action as might be necessary to have this ancient difficulty settled? It does seem very singular, indeed, to the people living on the border of our State, in Garrett County especially, that the Legislature has so persistently treated the subject with absolute indifference.

HISTORY OF THE DISPUTE.

The facts of this dispute are, in brief, as follows :

After a protracted controversy between Maryland and Virginia, originating early in colonial times, the dispute seemed to resolve itself into a difference of opinion as to what was the first fountain of the Potomac river referred to in the original grant to Lord Baltimore, of the province of Maryland. Maryland claimed the head of the South Branch as the point, while Virginia claimed the head of the North Branch, and so far as she was concerned, settled the question for herself by planting the Fairfax stone at the head of North Branch in 1746. Maryland not being a party to the proceeding by

which this point was ascertained, did not regard herself as bound by it, and continued to claim the head of the South Branch as the beginning of the division line. Amongst the distinguished men of Maryland who acted as commissioners, or advocated this claim on the part of Maryland, were Charles Carroll of Carrollton, William Pinkney, Philip Barton Key, Gabriel Duvall, Reverdy Johnson, John V. L. McMahon, B. S. Pigman and others.

Thus matters stood until 1824, when commissioners were appointed by the two States to run and mark the western boundary line. Those acting on the part of Maryland were J. Boyle and E. F. Chambers; those on the part of Virginia were H. L. Opie, Thompson F. Mason and Herman Boye.

The commissioners met at Smith's tavern in August, 1824, but were unable to accomplish anything owing to the fact that the Virginia commissioners were instructed to make the Fairfax stone the initial point of the survey, while those on behalf of Maryland would not concede that that was the point called for in the Maryland charter, but claimed the beginning at the head of the South Branch, according to the previous Maryland claim.

The difference between the two places of beginning included a section about one mile wide and thirty-six miles or more in length, which is comprehended within the West Virginia counties of Mineral, Hardy, Grant, Pendleton, Randolph, Tucker and Preston. The Virginia commissioners were not willing to abandon this large territory, and so the commission adjourned.

In 1832 a committee was appointed by the Maryland Assembly to investigate and report on the whole history of the boundary dispute and the best method of settling it. The committee reported at great length, [Res. 128,] reviewing all the steps of the controversy and affirming Maryland's right to claim to the South Branch. They recommended a settlement

of the matter by a joint commission to investigate and determine the true boundary. Virginia replied in 1833 by an Act providing for the appointment of commissioners to meet commissioners from Maryland, not to investigate and settle the true boundary, but to run a line beginning at the Fairfax stone or source of the North Branch. If Maryland failed to appoint commissioners the line was to be run by Virginia alone.

The Maryland Assembly, seeing their overture thus rejected, passed a resolution [1833, Res. 80,] instructing the Attorney General to institute proceedings in the Supreme Court of the United States to procure a final settlement, but providing that such suit should cease if Virginia would accept the proposal of 1832. Governor Tazewell responded by a message to the Virginia Legislature, in which he stated that the Virginia Act was not intended as a rejection; but as Maryland had taken a menacing attitude Virginia could not consistently with her dignity go into explanations. This message was not officially communicated to the Maryland Assembly, but reached them through the public press. They noticed it in the session of 1834 by a preamble and resolution, [No. 99,] in which they give up nothing of their claims, but affirm that Maryland is seeking nothing that is not hers of right, and that in any controversy, however amicable, "the terms of adjustment shall not be dictated to her." But they add that since it appears from the Governor's message that Virginia is willing to meet Maryland on equitable terms, if the door of explanation be not closed upon her, they will discontinue proceedings before the Supreme Court and stand ready to negotiate on the basis of the overtures of 1832. It is almost needless to add that they heard nothing further from Virginia after the suit was withdrawn.

All that had been done up to this time left the beginning point of the boundary line unsettled so far as Maryland was concerned, and it was not until the year 1852 that she, by an Act of her Legislature, recognized the Fairfax stone as the beginning point, and invited Virginia to appoint

commissioners to run and mark the line. The proposition was accepted by an Act of the Virginia Legislature in 1858, and in 1859 the line was run by Commissioners McDonald and Lee and Lieut. Michler, of the United States coast survey. The line run and the report of Lieut. Michler were adopted by the Maryland Legislature, March 5, 1860, but although the report was communicated to the Virginia Legislature at its session of 1859-60, it was not formally acted upon. The late Charles James Faulkner, in a letter written upon the subject, dated April 17, 1875, says: "Inasmuch as the line was run by Lieut. Michler, in accordance with all the previous claims of Virginia, the Legislature may not have deemed a ratification necessary." Be this as it may, the fact that Virginia did not act upon the report gave the State of West Virginia, when created, the opportunity to say the line run by Michler was not binding upon it. The line run by Michler differs from the old line, and at Mason and Dixon's line varies about three-quarters of a mile to the westward, thus giving to Maryland a wedge-shaped piece of land three quarters of a mile wide at one end, thirty-seven miles long, and tapering to a point at the Fairfax stone. West Virginia asserts that this line is not binding upon her and claims the old line.

Although West Virginia has been asked to co-operate with Maryland in settling the dispute, nothing was done by that State until the session of 1887, when a bill was passed by the Legislature approving the Michler line, but providing that "this Act shall not take effect until and unless the State of Maryland shall pass an Act or Acts confirming and rendering valid all entries, grants, patents and titles from the Commonwealth of Virginia to any person or persons to lands situate and lying between the new Maryland line hereby established and the old Maryland line heretofore claimed by Virginia and West Virginia to the same extent and like legal effect as though said old Maryland line were hereby confirmed and established." Now with the Fairfax stone settled as the

beginning point, and the line run by Michler due north from it to the Pennsylvania line conceded to have been correctly run, it would seem that the disputed territory has belonged to Maryland since the grant to Lord Baltimore in 1632. Why West Virginia would, by the second section of the above Act ask Maryland to oust her own citizens and give up her land to those claiming to be citizens of West Virginia, the people interested in Garrett county are at a loss to know. The second section would seem to make it clear that West Virginia does not propose to give up this territory until she is compelled to do so.

MARYLAND SHOULD GO TO THE U. S. SUPREME COURT FOR
REDRRESS.

In view of the above facts, I strongly recommend the Legislature to pass an Act providing for the filing of a bill in the United States Supreme Court to settle this matter, and thereby relieve the people of Garrett county from annoyance, arrest and bloodshed, such as have occurred for many years in that section of the State. I will add that in a similar controversy between Virginia and Tennessee, affecting between two and three hundred square miles of territory, the former State has lately filed a bill in the United States' Supreme Court to have the Tennessee line promptly and properly determined.

ANTE-REVOLUTIONARY COUNTY RECORD.

By the Constitution of 1867 the Commissioner of the Land Office "is required to collect, arrange, classify and keep all papers, records and relics connected with the early history of Maryland." In accordance with this requirement of the Constitution, I caused Mr. William Francis Cregar to file with the Grand Jury of Charles county, at its May term in 1889, a memorial requesting that the Ante-Revolutionary Records of that county be deposited in the Land Office

for safe keeping. The Grand Jury, recognizing the historical value of the records of that county as being the oldest in Southern Maryland, and believing that they were in a decaying condition and liable to be destroyed by fire, recommended the Honorable Court to place them in the fire-proof building occupied by the Land Office at Annapolis. As fire had deprived historians of the valuable old records of St. Mary's, Calvert and Anne Arundel counties, the Charles County Court was pleased to act upon the suggestion made by the Grand Jury, and the old Ante-Revolutionary Records of Charles county are safely deposited in the Land Office. They embrace the Court proceeding and Land records of the county from 1662 to 1780. The first book of records, dating from 1658, is unfortunately lost, though two of the earlier books contain records of births, marriages and deaths, from 1654, which are the oldest records of this character now extant in Southern Maryland, though records of a similar nature are preserved in Somerset county. One of the old records of Charles county is largely devoted to a record of the early seats of Assembly.

The Commissioner of the Land Office will always be glad to receive and preserve the historical records of the various counties of the State. They are of little practical value to those tracing land titles before the Revolution, but are mainly valuable for the historical information they contain. Those tracing land titles before the Revolution, in almost every case, have recourse to the State Land Records in the Land Office, and all such inquiries would be greatly facilitated if all the counties possessing Land Records ante-dating the Revolution, would follow the example set by Charles county, and deposit them in this fire proof office with the other archives of the State. It will be necessary in order to restore and preserve the old records of Charles county, that nearly all the volumes be carefully rebound which will be done without delay.

A CATALOGUE OF ANTE-REVOLUTIONARY RECORDS.

I hope to be able to present in my next report, a carefully prepared catalogue of all the Ante-Revolutionary records now extant in the various counties of Maryland. A similar work has been issued by the State of Massachusetts, and is of great value to those in search of family history, &c.

MARYLAND CHANCERY DEPOSITIONS.

I have in manuscript, a list of the depositions recorded in the Maryland Chancery Proceedings, between the years 1668 and 1790. I am unable to print this list at present, because there are already too many demands made upon the small contingent fund allowed for the necessary expenses of the Land Office.

This list of Chancery Depositions, however, should be printed, as it will add greatly to the value of the Chancery Records, and facilitate all those engaged in the fields of legal, historical and genealogical research, as the office indices only refer to the cases, and afford no clue to the depositions. These in most instances, give the age of the deponent, and frequently throw much light on the lives of our Maryland worthies and the history of their families, as will appear on reference to the record books.

MARYLAND'S ARMY AND NAVY MUSTER ROLLS.

In the trials and sufferings through which the United States achieved its liberty, and in every time of doubt or danger since, the sons of Maryland have shirked no share of the common burden, and their post has been the post of honor. In all the wars in which this country has been engaged, the flower of the youth of Maryland took up arms in its defence, and no State bore a more conspicuous part, and no State is more distinguished through the gallant deeds of her patriotic sons. In the war for Independence, Maryland furnished to the Continental Army a grand total of 20,636 men, and no troops

rendered better service, endured more fatigue, or won greater glory than the "Maryland Line."

In the second war for Independence, in 1812-14, our patriotic State had in the service 42,636 men. In proportion to population, this was the largest contingent furnished of any State in the Union, and in actual number it was only exceeded by Virginia and New York.

In the war with Mexico, Maryland contributed to the armies over 2,500 men, and in the achievements of her sons upon the battle-fields of Mexico she possesses a precious inheritance of glory. Her losses in distinguished officers were greater than those sustained by any other State.

In the war for the Union, as in every other war with which this country has been engaged, there is neither spot nor blemish to mar Maryland's beautiful and time-honored escutcheon. She did her whole duty to both sections in that unfortunate contest and was not wearied. From the beginning to the close of the war for the Union, the number of organizations put into the service of the United States were three regiments, two battalions and one independent company of cavalry, six batteries of light artillery, and nineteen regiments and one independent company of infantry. There were also three incomplete regiments, which, having failed to perfect an organization, were consolidated with other commands. The enlistments in the naval service and marine corps, added to the military force, gives a grand aggregate of 48,855 men furnished by this State to the Union forces. Of this number 44,973 were volunteers, 1,426 drafted men, and 2,456 substitutes. Reduced to a three years' standard this force aggregated 41,275 men.

Maryland contributed to the Confederate army, it is estimated, about 12,000 men, scattered through a hundred commands. The Society of the Army and Navy of the Confederate States in Maryland, has in its possession the

muster rolls of nearly 4,000 Marylanders who served in the armies of the Confederacy. General Robert E. Lee once said: "They were among the best troops I had, and could always be depended on." And the late Jefferson Davis said: "The world will accord of them peculiar credit, as it has always done to those who leave their hearthstones to fight for principle in the land of others."

It is the duty of every Marylander to cherish the memory and preserve the names of those who were the immediate representatives of the patriotism and bravery of our people. The names of such men should not be lost nor their services fail to be remembered. The State, therefore, would fitly honor itself and our patriotic people by perpetuating in print the names of all officers and soldiers, with their rank and the company and regiment in which they served, of those who enlisted from Maryland in the armies of the Revolution, the Whiskey Insurrection, the war of 1812-14, the Mexican war, and the war for the Union, 1861-65, both in the Federal and Confederate armies. Nearly all of the States have compiled and published similar works, and before all of our early muster rolls are lost or destroyed, in justice to those who have served in the armies of the State, Maryland should preserve their names for the benefit of posterity.

If a sufficient amount is appropriated to pay for the publication of such a work as I have indicated, including a small sum to pay for copying the muster rolls that can only be found in the departments at Washington, I will undertake to do all the compiling, as far as I am able, in my office, free of cost to the State. The compilation of the Maryland army and navy rolls, from 1774 to the present time, will entail an immense amount of labor upon the Commissioner of the Land Office, but he is of the opinion that when a State official undertakes to do a needed work not strictly required of him by law, and not contrary to the law, no one ought to complain. I will add, in this connection, that unless this patriotic work

is completed in a short time, there will be no muster rolls of the Revolution and the war of 1812 in existence. Already many of them have been lost or destroyed, and the few remaining should be immediately transcribed and published.

THE STATE MUSEUM.

The State Museum, which I established in the Land Office a few years ago, has outgrown the dimensions of its limited quarters, and during the past year, owing to the want of space, I have been compelled to refuse for exhibition many large and interesting objects. The collection already includes over 500 stuffed and mounted Maryland birds and animals, specimens of our building stone, marls, sands, clays, cereals, vegetable and garden seeds, medicinal roots and herbs, and geological specimens which illustrate the valuable minerals and ores of the State. There is also on exhibition many rare and curious relics, curiosities and Indian antiquities gathered in Maryland. These interesting exhibits have been arranged in twelve large upright cases, while many interesting objects are scattered about in the office.

The Legislature of 1888, recognizing the importance and value of the State Museum, passed a joint resolution, assigning for its use the old library room in the State house. As soon as the Commissioner can get possession of the new quarters for the museum, he will be able to make it an honor and a credit to the State. Already he has been promised many valuable and interesting exhibits from the Federal Government at Washington, and from many private individuals throughout the State. With a little assistance from the State, our museum could be made a depository of tangible and visible information relating to Maryland. With a complete collection of our products, mineral, geological and agricultural, systematically arranged, so as to show their value from their crude state up to complete manufacture, with a statement of commercial value, location, &c., it would do more to develop

our resources and encourage and facilitate emigration than twenty gentlemen, with their clerks, junketing around at the taxpayers' cost.

A BUREAU OF INFORMATION.

Recognizing the need of a State source from which information may be distributed to persons seeking homes in Maryland, I established in 1888 a "Bureau of Information," on a limited scale, in connection with the Land Office, without additional cost to the State. Judging from the past experience which the State has had, I believed the Land Office could accomplish all that a bureau of immigration or agriculture would be able to effect, without any especial enactment or the appropriation of \$20,000, or \$4,000 a year, as has been variously suggested, to send an agent or agents abroad on a pleasure trip, and maintain a distinct office at home. At the session of the Legislature of 1888, I carried into effect my resolve to start an independent agricultural and immigration bureau, by issuing, in connection with the report of the Land Office, an interesting paper on the soil, climate and other farming advantages of Maryland over the West. In this same connection I published a series of interesting papers descriptive of all the counties of Maryland and the city of Baltimore, and the inducements they offer to settlers among us. This report, which was descriptive of the resources of the different counties, and the inducements they offered to immigration, supplied a known want, and has been in great demand. There is not a week that the Secretary of State, or the Commissioner of the Land Office, does not receive letters from every section of the Union, asking for information as to our State, requesting our agricultural or geological report, our statistics of labor, manufactures, &c., to which no reply was sent until my report was prepared. Until that time the State had no publication showing its peculiar soil and situation, or its agricultural resources and mineral products. The interesting

pamphlet issued by the Land Office has been largely circulated, and I am confident it has rendered valuable service to the State.

LEGISLATIVE ACTION TO ENCOURAGE IMMIGRATION.

The subject of immigration has engaged the attention of the General Assembly of Maryland for many years without any practical result. At the Session of 1865, the House of Delegates prepared a statement of the agricultural and mineral resources of the State, and a large number of copies were printed in English and German, for general distribution, with the design of attracting immigration to Maryland.

Beneficial results followed this initiative movement; the same General Assembly, at the extra session of 1866, carrying out the suggestions of the Governor in his message, provided additional facilities for advertising to the world the immense resources of the State, and for still further aiding and encouraging immigration. Accordingly, an Act was passed providing for the appointment of a Commissioner of Immigration, who was also the Secretary, and to be under the control of the Board of Public Works. Mr. Wm. R. Cole was appointed "Commissioner of Immigration," with an office in Baltimore, accessible at all times to the agricultural and business men of the State.

The Act provided "that the Board of Public Works shall keep for general reference specimens of the leading agricultural and mining products of the State of Maryland, and the daily prices current of the Baltimore market, for the convenience of agriculturists and others visiting said office; and said Board shall furnish, whenever desired, in connection with the operations of said bureau, reliable information in regard to the internal improvements and general financial condition of the State, together with authentic maps and charts showing the geographical position of the State of

Maryland, and her railway system now completed or proposed to be built."

The Act further provided "that the said Commissioner of Immigration shall be specially charged with the duty of inviting capital and labor into the State of Maryland by means of immigration; he shall prepare and distribute, or caused to be prepared or distributed, both at home and abroad, such facts and information as may conduce to a complete, full and satisfactory understanding of the agricultural, mineral, manufacturing and general commercial resources of the State of Maryland; and shall keep always open to inspection in said office reliable exhibits of all property in the market for sale, with terms annexed, as far as such information can be obtained, together with accurate maps and charts showing the location of such property, and the relation in which it stands to railways now built, or intended to be built, and such other facilities by means of navigable waters or otherwise, as may be deemed advantageous."

The Commissioner of Immigration continued to perform his duties until the adoption of the Constitution of 1867. In that year, in view of the general distress and discouragement existing among our landowners in the counties, in consequence of the sudden and enforced emancipation of their slaves, without compensation, the farmers realizing the fact that if the value of their land was to be maintained or increased, it must be by immigration, and did not hesitate to ask the Convention of 1867 for the establishment of a Bureau of "Labor and Agriculture." The suggestion was favorably received, and, as a consequence, the 10th Article of the Constitution of 1867, was adopted.

In March, 1888, the General Assembly passed an Act appropriating \$12,000 per annum to carry out the various objects of the complex organization as provided for by Article 10 of the Constitution of 1867. The Department of Labor

and Agriculture was organized, with Dr. William S. McPherson, of Frederick county, as Superintendent; Major Luther Gittings, of Anne Arundel county, as Assistant Superintendent; Dr. Frederick W. Bogen, of Baltimore, Emigrant Agent and Boarding Officer; F. Wile, of St. Mary's county, Agent at Bremen; F. W. Smythe, Agent at Liverpool; John W. Kennedy, of Washington county, Chief Clerk.

The Bureau thus established was to continue for four years, and was then to expire unless continued by the General Assembly. The Bureau did not prove a success, and died by limitation after the expiration of the first term of the first incumbent. The Bureau found that foreign immigrants who were urged to settle in Maryland, desired free or assisted passages to the State and the land given to them, or sold at the same price the cheap wild lands of the West were sold. The results in calling attention to the advantages of the State were very gratifying, but very few of the immigrants had the means to enable them to better their condition in Maryland. Besides the Railroad-land grant agents in the West, and Steamship agents, and Colonization Companies, offered inducements to new settlers which the Maryland State Bureau could not compete with.

When it is considered that the interest of connecting railroad and steamship lines is to help each other—that through their agencies in Europe transportation is arranged, and all information is circulated concerning this country—it is easy to see how solid the influence is that keeps immigration north of the Ohio.

In view of our experiences in the past with Immigration and Agricultural Bureaus, I am of the opinion, the State will derive more practical benefit, considering the cost, by the Land Office disseminating maps, pamphlets and circulars, descriptive of the resources of the different counties of the State, and the inducements they offer to new settlers.

MARYLAND AND ITS RELATION TO IMMIGRATION.

Maryland is not indebted to any systematic immigration for any of its increase of population since the last census. Like all other Eastern States, Maryland has ceased to be attractive to great bodies of immigrants. It has no broad expanse of uncultivated lands to sell at nominal figures, or even give away, as is the case with the new States of the West. It has great farms, and its agriculture is important, but there is little room for growth in that direction. In fact, some of our own farmers, impatient for wider fields, have sought the West and settled. That the State must grow and always retain a commanding place is certain. It will be the result of the expansion of the work-shop and the mine. A little examination of the census table shows that with all the industrial depression, the drift of population has been most largely to localities in which new enterprises have been undertaken, and this is the sure ground for future greatness. It is not enough that we have great iron mills, that we mine coal and dredge for oysters; it is essential that there shall be a diversity of industries. There is scarcely anything of which Maryland is not capable in the way of manufactures; Baltimore, Cumberland, Hagerstown and Frederick, full of workshops and mills of every character, have amply shown this. There is no State in the Union, probably no equal extent of territory in the world, capable of such possibilities, and there is little reason to doubt that the development will be rapid and substantial under the favorable influence of good times.

MARYLAND'S RESOURCES AND ADVANTAGES.

There can be no doubt if the immigrants to the West studied their own interests, they would find it would be much more to their advantage to establish themselves in Maryland than in the remoter States of the West. Here they would find a genial climate, a soil naturally fertile and easily reno-

vated, a settled society, excellent schools, churches of every denomination, good roads and unusual facilities, both by rail and water, for reaching a good market.

We know it has become a habit to extol the virgin soils of the Western States, and to depreciate those long under cultivation on the Atlantic seaboard. This systematic disparagement, together with other causes, has had the effect to restrain immigrants from settling in Maryland, and has seriously retarded her progress in population. It is questionable, nevertheless, all things considered, whether the labor required to build up a home in what may not improperly be styled "the wilderness" might not be more profitably employed in restoring to the highest point of fertility those soils of our own State which, although partially exhausted by long-continued cultivation, present to industrious immigrants many counterbalancing advantages. It must be borne in mind that at this time all the choicest Western lands, almost up to the eastern slope of the Rocky Mountains, are either taken up by settlers, or are in the hands of speculators. In the one case, they are out of the market, and in the other, when the cost of breaking up the land, of fencing it, and of erecting a dwelling house and the necessary farm buildings, however humble they may be, is taken into consideration, the entire expense becomes, in reality, greater than farms in this State can be bought for and improved. At the West, even in States comparatively populous, the roads are of the very worst description; the winters are long and severe, blizzards and cyclones are common, and wood and water frequently scarce. The low rate also at which products are sold, when the distance to a market is great, is an important consideration. Those who are impressed with the fact that they can grow fifty bushels of corn and twenty bushels of wheat to the acre, are frequently ignorant of the price at which they must sell their surplus crops. A truthful statement of the difference in the value of corn and wheat grown in the newer States of the West, as compared with their

marketable value in Maryland, would show that even on our poorest lands the Maryland farmer receives more money for his cereals than the Western one, notwithstanding the smaller yield in Maryland per acre. For instance, corn was sold in the West a short time since, at from twelve and a-half to sixteen cents per bushel, and was so difficult to dispose of at that price that many farmers on the prairie were burning it for fuel, wood being scarce. Now, assuming seventy-five bushels of corn to be grown to the acre in that region—and an average of fifty would be in excess of the actual fact—the money value of the crop per acre would only be nine dollars and thirty-eight cents. Let us next turn to Maryland. At that very time when corn was selling at twelve and a-half cents a bushel in the Northwest, it was bringing in Maryland, on the farms, thirty-five cents a bushel—so that one bushel of corn in Maryland was more than equal in money value to three bushels of corn in Illinois. With wheat the relative difference was almost as great—twenty bushels of wheat to the acre in the new States of the West yielding less money to the farmer than eight bushels to the acre in Maryland. The reason of this is the enormous cost in the West of land carriage to a market, as compared with the small cost with us.

But some may imagine that the cost of field labor is against us. Here is another mistake. Farm labor is more expensive at the West than it is with us. In either case, where the work is done mainly by the family of the farmer, the advantage in favor of the Maryland farmer remains the same. Of course, when we speak of the West, and cite, in illustration of prices, Kansas or Nebraska, we refer to all those regions where land is very cheap and population is sparse. As we leave the region of cheap lands and approach nearer an available market, whether on the lakes or the seaboard, the acreable value of the crops is more equal. But such lands at the West as are thus favorably situated with respect to a market, are held at a higher figure than lands less fertile, perhaps, but

having superior advantages in Maryland. In proof of this fact, take the lands lying along the Illinois Central Railroad. These, if at all improved, will bring from thirty to fifty dollars an acre. If they are unimproved, the cost of fencing in and of building will bring them fully up to that mark. It must be remembered that the rich prairie lands are bare of wood, and that all the fencing stuff and building material must be brought from a long distance. The first cost of breaking up prairie land—some five or six dollars an acre—must also be taken into account; so that, in reality, what are called “cheap lands” are not cheap lands in the end, but cost as much, or more, than lands in Maryland, although the expense may be less perceptible from being spread over a greater length of time. But when we get further back, into Kansas, Nebraska, Iowa, Minnesota, and especially into the new lands west of those States, the difficulties of a market are still greater and the money value of the crop still less. The advantage claimed for them is that men with large families and of small means can live roughly and work along slowly for a series of years until population gathers round them and their lands increase in value—the profit to the settlers not being derived from the products of his farm, but from the annually increasing value of his land. A good deal of this is illusory, but there is a sufficient substratum of truth in it to tempt immigrants to settle there in preference to establishing themselves permanently in the older States. Yet, if the same system of rigid economy and self-denial, and the same unwearied industry were practiced in Maryland, these settlers would quite as speedily become wealthy in the latter as in the West. They would also have the advantages of a settled society, of good schools, of easy transportation to a market, and in addition to the highest prices for everything they raised, they would derive at least as large an annual profit from the gradually increasing value of the lands they had improved.

With the view of making the exceptional advantages of Maryland better known, and to meet the demand which is constantly being made upon the Land Office, by people residing in all parts of this country and in Europe, for information as to the natural resources and advantages of Maryland, I have added as an appendix to this report, a series of carefully prepared articles, descriptive of the resources of the different counties, and the inducements they offer to immigrants from other States. They will no doubt prove of great interest and value, to those in search of information about the State, showing as they do the progress made in the different counties in recent years, and the opportunities for further development.

With great respect, I am,

Your obedient servant,

J. THOMAS SCHARF,

Commissioner of the Land Office.

APPENDIX.

MARYLAND'S

RESOURCES AND ADVANTAGES FOR TRADE AND POPULATION.

Maryland occupies an exceptional position among the States of the Union. Midway between the two great sections of the Atlantic Seaboard, the North and South, it partakes, to some extent, of the characteristics of each, so that immigrants from either section have no sense of strangeness or isolation in settling in any portion of the State. The extreme length of the State from East to West is 190 miles, and greatest breadth about 120 miles. Its area, (excluding the Chesapeake Bay,) 11,124 square miles. According to the census of 1880, the total population of the State was 934,632, and is estimated to be at the present time about 1,100,000. The census of 1880, disclosed the fact there were in the State 462,004 males, 472,628 females, 851,984 natives, 82,648 foreign born, 724,718 white persons and 209,914 colored. The assessed valuation of real and personal estate, according to the census of 1880, was \$459,187,408.

The climate of Maryland is mild and free from prolonged extremes of heat and cold, the soil is naturally kind and fertile, and most of it easily tilled and adapted to a great variety of products, and in almost every county there is a

considerable body of comparatively unimproved or exhausted lands which can be purchased at very low figures, and if properly cultivated would soon yield handsome returns. The great need of Maryland is a larger population in the agricultural districts. Ever since the war rural labor in this State has been drifting towards the towns and cities, with the result that the farmer has been compelled to till his land with a smaller number of hands, and these less reliable and industrious than in former years. In many of the tidewater counties, where the negro population was larger than in other portions of the State, the abolition of slavery cast upon the community a large body of unemployed laborers, who have since either led an uncertain, precarious existence in their cabins in the woods and clearing, many of them working only when it was absolutely necessary or when it suited their humor, or have flocked in search of easier, more remunerative work, or merely for diversion and excitement, to the already overcrowded cities. The result is that in most of these counties labor has become demoralized, and it is no longer possible for the average farmer to till properly considerable bodies of land. The tendency, therefore, is to break up large tracts into smaller holdings and to dispose of these at reasonable figures to thrifty immigrants, who will be enabled to work them properly. This plan has been pursued with marked success in some portions of the State, notably on the Eastern Shore, where the old-fashioned plantations are being rapidly divided into small farms capable of being tilled in many cases by the new owner and his family, with, perhaps, the aid occasionally of hired help. It is this class of immigrants which intelligent Maryland farmers are most anxious to attract, for it is well understood that their efforts to improve their newly acquired properties not only contribute to the general prosperity of the community, but enhance the money value of contiguous property. Such settlers, whatever section they may come from, are warmly welcomed in every portion

of the State, and in every county will be sure to find their neighbors kind and hospitable. The advantages which an emigrant from the more thickly populated States of the North will find in Maryland over the Western States and Territories are a mild climate, exemption from "blizzards," droughts and extremes of heat or cold, a naturally fertile soil, with lands in some portions of the State as cheap as in many Western localities, and all the comforts of a settled well-ordered community, with the conveniences of churches, stores and schools, and easy proximity to the national capital and the great markets of Baltimore, Philadelphia and New York.

MARYLAND STATE DEBT JANUARY 1, 1890.

6 per cents.....	\$ 861,040 47
5 per cents.....	1,262,265 99
3.65 per cents.....	3,000,000 00
3 per cents.....	5,247,229 10
	<hr/>
Total debt.....	\$10,370,535 56
Offset—	
Productive investments.....	\$4,095,058 70
Sinking fund investments and cash.....	1,936,169 34
	<hr/>
	6,031,255 04
	<hr/>
Net debt.....	\$4,339,280 52

Of the 5 per cent. debt, \$921,711.11 represents the sterling debt of the state (computed at \$4. 44 4-9), which is in process of exchange into 3 per cent. bonds, under chapter 201, Acts of the General Assembly of Maryland, 1888.

By 1890 all the 5 and 6 per cent. loans of the State will have matured except \$500,000 6 per cent. treasury relief loan.

Maryland State taxes are levied only for public schools and interest on the funded debt. The taxes were reduced in 1888, from $18\frac{3}{4}$ to $17\frac{3}{4}$ cents on the \$100.

TAXES IN MARYLAND.

Assessed Value of Property and the Debt of the State.

COUNTIES AND BALTI- MORE CITY.	Assessed Value of Property for State levy in 1888.	Assessed Value of Property for State levy in 1889.	Amount of levy for 1889, at $17\frac{3}{4}$ cents on each \$100.00
Alleghany.....	\$15,735,450	\$15,037,904	\$28,280 78
Anne Arundel.....	9,988,600	9,941,279	17,645 78
Baltimore City.....	244,240,049	247,407,270	439,144 35
Baltimore County....	54,741,078	38,570,472	68,462 59
Calvert.....	2,089,736	2,065,620	3,666 47
Caroline.....	4,178,804	4,207,925	7,646 56
Carroll.....	16,008,671	15,981,002	28,566 29
Cecil.....	12,983,837	13,108,665	23,267 77
Charles.....	3,466,557	3,373,135	5,987 51
Dorchester.....	6,209,166	6,202,704	11,009 80
Frederick.....	23,485,083	22,769,810	40,416 38
Garrett.....	3,789,964	4,081,385	7,244 46
Harford.....	12,146,159	12,177,365	21,614 72
Howard.....	7,118,599	7,393 822	13,124 06
Kent.....	7,665,965	7,698,225	13,664 35
Montgomery.....	8,652,162	8,902,545	15,802 01
Prince George's.....	8,787,916	8,780,315	15,585 06
Queen Anne's.....	7,166,684	7,253,125	12,874 29
St. Mary's.....	2,828,374	2,846,035	5,051 71
Somerset.....	4,168,316	4,149,015	7,364 59
Talbot.....	9,659,965	8,786,320	15,595 74
Washington.....	17,096,410	17,162,101	30,462 73
Wicomico.....	4,020,797	4,085,008	7,250 89
Worcester.....	4,396,292	4,419,453	7,844 53
Totals.....	\$490,016,183	\$477,398,380	\$847,382 10

RECAPITULATION.

	Amounts.
Amount of levy for public school tax, at 10 $\frac{1}{2}$ c. on each \$100.	\$501,268 28
Amount of levy for defence redemption tax, at 5 $\frac{1}{2}$ c. on each \$100.	262,569 10
Amount of levy for treasury relief tax, at 1 $\frac{1}{2}$ c. on each \$100.	71,609 26
Amount of levy for exchange loan of 1886 tax, at $\frac{1}{2}$ c. on each \$100.	11,934 96
Total.....	\$847,382 10

CHARACTERISTICS OF THE COUNTIES.

DESCRIPTION OF THE SOIL, THE PEOPLE AND THE PRODUCTS
—UNDEVELOPED RICHES—CHEAP LANDS AND COMFORT-
ABLE HOMES FOR THRIFTY FARMERS.

For convenience of reference the different counties are grouped into four sections, corresponding to the four geographical districts, of Central Maryland, Western Maryland, the Eastern Shore and Southern Maryland, by which terms the different portions of the State are usually designated. The first of the series treats of the central portion of the State. Care has been taken in making up the descriptions of the different counties to avoid exaggeration, and to give a truthful picture of the actual condition of affairs. No attempt has been made to "boon" the State or any particular locality, but the effort has been to furnish reliable information for persons who are considering the advisability of settling in Maryland, and who wish to know in advance what they may expect in this or that portion of the State. There is always room for disappointment on the part of those who purchase lands without first carefully inspecting them, but there is probably a smaller risk to be incurred in Maryland than in most other States, especially the Far West, for the reason that there is comparatively little land in this State which is not capable of improvement, and what might be regarded as very poor land for some kinds of crops, would probably be found to be very productive of others. Lands in Maryland vary greatly in value, as they do everywhere else, but the proportion of absolutely untillable land is small, and there is a great deal of land lying idle and unimproved or exhausted by overcultivation which, in the hands of a thrifty farmer, could soon be made to blossom like the rose.

Maryland offers many inducements to immigrants. The mildness of the climate, the natural fertility of the soil, the variety of products grown here, including the choicest fruits and vegetables, the abundance of fish and oysters in the Chesapeake and tributaries, and the diversified character of the scenery—ascending gradually from the level of the plains of the Eastern Shore through the intermediate stages of fine rolling country on the western side of the bay, to the beautiful uplands of Baltimore, Carroll and Frederick counties, and beyond these to the mountains and smiling valleys of Western Maryland—combine to make Maryland one of the most attractive States in the country. The State's resources present in great variety elements of prosperity which, if fully utilized, would support comfortably a much larger population. The oyster trade of the Chesapeake would alone be a mine of wealth if properly worked, and, as it is, provides profitable employment to thousands. The vast peach orchards of the Eastern Shore have contributed large sums to the resources not only of the farmers, but of persons engaged in canning, and the coal fields of Western Maryland maintain a large army of miners. Marble and stone quarries, iron furnaces, copper mines, woolen and cotton factories, paper mills, oyster, fruit and vegetable canneries, silica mines, are in successful operation in different parts of the State, and mechanical industries are steadily multiplying.

The State has a great advantage over most other portions of the country in the temperate and salubrious character of its climate. While the heat and cold are sometimes intense, the extremes of weather are never of long duration, and there is probably a greater average of comfortable days in every year than in any other State. Relief from the "hot spells" in summer can be secured by a trip to the seashore or mountain, both of which are readily accessible from any portion of the State. There is an abundance of good water in all the counties. In the lowland counties bordering on the Chesapeake

and its tributaries, malarious diseases prevail to some extent, but not more so than in other sections of the country where similar conditions exist. Closer tillage and better drainage have resulted, in some of the tidewater counties, in marked improvement in this respect. With the exception of malarial complaints, which prevail at certain seasons almost everywhere, the entire State is singularly exempt from diseases which are prevalent in other localities; while the freedom from destructive blizzards and extremes of heat or cold, to which other sections are exposed, greatly increases the comfort and safety of farm life in Maryland.

The great Chesapeake Bay, which forms a vast natural basin into which flow the waters of many noble rivers, divides the State into two sections—the Eastern and Western Shores—of which the latter is much the greater, both in area and variety of resources. The Eastern Shore, however, from its advantages of location, having quick rail communication with Baltimore, Philadelphia and New York, and unsurpassed facilities of transportation by water to Baltimore, and the adaptability of its soil to a great variety of products, has made rapid strides during the past two decades. Curiously enough, the oldest section of the State, Southern Maryland, which was the seat of the first settlement of Lord Baltimore, is the one which is the most backward in progress, owing mainly to the lack of transportation facilities. Lands are cheaper in Southern Maryland than elsewhere in the State, and this section probably offers greater inducements to immigrants of small means than any other portion of the State. The lands in most cases are exhausted by neglect, poor tillage, and lack of proper manuring, but are naturally fertile, and with a little care could doubtless be made to yield handsome returns. In all parts of Maryland, however, even in the most thickly settled portions, there is considerable unimproved or poorly tilled land, which can be purchased at reasonable figures, and the immigrant would secure, in addition to

the advantages of a mild and salubrious climate and proximity to market, the conveniences of ample school and church facilities within easy reach, and all those comforts of civilization which have to be created with infinite pains and labor on the unpeopled prairies of the West.

COUNTY TAX RATES IN MARYLAND.

COUNTIES.	1885.	1886.	1887.	1888.	1889.
Allegany.....	.84 $\frac{1}{4}$	.81 $\frac{1}{4}$	.81 $\frac{1}{4}$	.82 $\frac{1}{4}$	.81 $\frac{1}{4}$
Anne Arundel.....	.88	1.07	1.00	1.14	.89
Baltimore City.....	1.60	1.70	1.60	1.90	1.90
Baltimore County.....	.60	.67	.60	.61	.35
Calvert.....	.90 $\frac{10}{12}$	1.2 $\frac{5}{6}$	.84 $\frac{3}{8}$	.86 $\frac{1}{2}$	.87 $\frac{3}{4}$
Caroline.....	.81 $\frac{1}{4}$	.91 $\frac{1}{4}$	.91 $\frac{1}{4}$	.97 $\frac{1}{4}$	.92 $\frac{1}{4}$
Carr. 21.....	.50	.50	.50	.50	.50
Cecil.....	.75	.80	.80	1.00	.67 $\frac{1}{4}$
Charles.....	1.00	1.04	.87	.93	.92
Dorchester.....	.86 $\frac{1}{4}$	.86 $\frac{1}{4}$	.86 $\frac{1}{4}$	.92 $\frac{1}{4}$	.85 $\frac{1}{4}$
Frederick.....	.65	.65	.58	.65	.70
Garrett.....	1.12 $\frac{1}{2}$	1.03	1.17	1.10	1.08
Harford.....	.80	1.00	.74	.82	.75
Howard.....	.61	.65	.61	.62	.60
Kent.....	.88	.90	.86	.91	.88
Montgomery.....	.86 $\frac{1}{4}$	.89 $\frac{1}{4}$	.89 $\frac{1}{4}$	.92 $\frac{1}{4}$	.92 $\frac{1}{4}$
Prince George's.....	.80	.74	.78	.90	.95
Queen Anne's.....	1.00 $\frac{1}{4}$	.98 $\frac{1}{4}$	.90	.87	.91
Somerset.....	1.02 $\frac{1}{4}$	.79 $\frac{1}{4}$	.86 $\frac{1}{4}$	.98 $\frac{1}{4}$	.92
St. Mary's.....	1.07	.98	.97	1.00	.97
Talbot.....	.65	.73	.70	.73	.73
Washington.....	.87	.87	.74	.75	.86
Wicomico.....	.81 $\frac{1}{4}$	.81 $\frac{1}{4}$	.83 $\frac{1}{4}$	.81 $\frac{1}{4}$	.97 $\frac{1}{2}$
Worcester.....	.68 $\frac{1}{4}$	.72	.77	.90	.80

CENTRAL MARYLAND.

BALTIMORE, HARFORD AND HOWARD COUNTIES AND THEIR
RESOURCES.

Central Maryland, or that section of the State which is in more immediate proximity to the City of Baltimore, comprises the counties of Baltimore, Harford and Howard. This section is largely devoted to market-gardening and the raising of vegetables for the canneries, of which there are a large number in Harford county. It is for the most part quite thickly settled, and in the front rank of flourishing agricultural communities. There are also a number of manufacturing industries in Baltimore and Howard counties.

BALTIMORE COUNTY.

Baltimore county lies between Harford on the east and Carroll and Howard counties on the west. On the south it is washed by the waters of Chesapeake Bay and the Patapsco river. Its area is 630.98 square miles. Its population, by the census of 1880, was 83,334, divided as follows: males, 41,548; females, 41,786; natives, 73,468; foreign born, 9,866; whites, 72,773; colored, 10,561, one Indian being included in the latter. In 1870 the population was 63,387, showing an increase of 19,947 in ten years. The principal crop productions in 1879 were 393,752 bushels of wheat, from 28,693 acres; 1,219,898 bushels of corn, from 39,438 acres; 314,060 bushels of oats, from 16,264 acres; 49,821 bushels of rye, from 4,990 acres; 9,467 bushels of barley, from 17 acres; and 9,601 pounds of tobacco, from 12 acres.

The land immediately bordering on the bay is level and its soil mostly sandy, but the inland portion is for the most part undulating. The county as a whole presents a gradual ascent towards the Pennsylvania line. The soil is generally good, though of various degrees of fertility. A comparatively small portion is incapable of being cultivated on account of

the outcropping of masses of rock. In the northern section of the county the soil (which is locally termed "isinglass") is a light clay, largely interspersed with micaceous stone. This soil, when properly cleaned of stone, yields good crops under careful cultivation. Elsewhere in the county the soil is mostly clay, overlying limestone or a friable stone known as "rotten rock," and is highly productive. The value of unimproved tillable land, except in the immediate neighborhood of towns, ranges from \$20 to \$100 per acre, the value of wooded land depending on the quality and extent of the standing timber. The staple products are corn, wheat, rye, oats, potatoes and hay. Dairy products are extensively raised and sent by railway to Baltimore consumers. Truck farming is also carried on in the lower parts of the county. The raising of small fruits has received considerable attention of late years, and products of this class find their way to the New York as well as the Baltimore markets. It is believed that tobacco, if raised on a much more extensive scale than at present, would yield a good profit; and the same may be said as to barley, and root crops for winter feeding of cattle. Baltimore county has neither navigable rivers nor canals, but depends for transportation facilities on railways, county roads and turnpike roads. The railways passing through the county are the Western Maryland, Baltimore and Hanover, Northern Central, Maryland Central, Baltimore and Ohio—Washington branch and Philadelphia extension—Baltimore and Potomac, and Philadelphia, Wilmington and Baltimore. The county roads are susceptible of considerable improvement, and it is believed by many that great benefit would result from a separation of the management of the roads from the domain of factional politics.

Within the last few years the greatest interest has been manifested in the introduction of improved farming machinery; almost every farmer has his mower, reaper, hay-tedder and hay forks—not a few have self-binders. The sickle and flail

have given way to the reaper and threshing machines. In the districts where dairy farming is carried on the Jersey cow is considered indispensable; while by those farmers who raise cattle for beef, the short-horns are preferred. The Berkshire is the favorite variety of hog.

The mineral resources of Baltimore county consist of iron-ore, limestone, marble, granite and building stone. The principal lime quarries are those at Texas, near Loch Raven. The marble works at Beaver Dam have supplied marble for the National Capitol, Washington's Monument, St. Patrick's Catholic Cathedral in New York, and other important structures. The manufacture of cotton and woolen goods is extensively carried on at Woodberry, Mount Vernon and Mount Washington; of lime at Texas and Loch Raven; pig iron at Ashland, as well as farming implements and machinery at Mount Vernon and other places. Several breweries and distilleries are also in operation. A stove manufactory has quite recently been established at Sparrow's Point, at which place also extensive steel works, giving employment to several thousand men, are located. It is also contemplated to establish an immense shipyard at this point for the building of war and mercantile vessels. Several paper mills and manufactories of fertilizers, &c., are successfully carried on. The advantages possessed by the county in its considerable water front and wharf facilities, offer inducements that must result in a large increase of its manufacturing industry.

The mercantile business of the county transacted by store-keepers is distributed among several hundred merchants, the entries in connection with the issue of licenses showing that the largest amount of stock carried by a single house is \$10,000.

The general opinion among farmers is that there is ample room in the county for industrious immigrants of good character and habits.

HARFORD COUNTY.

Harford county, situated near the headwaters of the Chesapeake Bay, with the Pennsylvania line on the north, the

Susquehanna River and Chesapeake Bay on the east, Chesapeake Bay on the south, and Baltimore county on the west, contains about 400 square miles of territory, and according to the census of 1880, 28,042 inhabitants, divided as follows: males, 14,189; females, 13,853; natives, 26,707; foreign born, 1,335; white, 21,393; colored, 6,649. The population of Harford in 1870, was 22,605, showing an increase in ten years of 5,437 inhabitants.

The soil varies from light loam to heavy clay, and is easily improved and very productive. The land is for the most part arable and undulating, and highly improved. For farming purposes the price varies from ten to a hundred dollars per acre. The chief products are corn, wheat, oats, hay, tomatoes and small fruits and vegetables. Stock-raising and grazing and the making and sale of butter and milk are growing industries. Since the opening of the Maryland Central Railroad, a few years ago, from the Baltimore county to the State line—a distance of 25 miles—the development of the milk trade has been very rapid. Over this road are now shipped 1,500 gallons of milk daily. Most of the farmers are industrious and thrifty. As a result they have improved their stock of horses, cattle, sheep and swine by crossing with the best strains of each, and now use labor-saving machinery of the most approved patterns.

The canning industry is extensive and profitable. The number of packing houses now in operation is estimated at four hundred. Many of them begin with the early fruits and vegetables in the spring and close only with the remnants of corn and tomatoes left by the early frosts. The entire pack of fruits and vegetables in a prosperous year aggregates near a million cases.

The manufacture of flour, fertilizers, feed and carriages is not extensive, but sufficient for the wants of the county, with a margin for export. There is a large paper factory on the

Susquehanna River, near Darlington, that is highly remunerative. Other manufacturing enterprises are invited by the abundant water power of the Susquehanna River, Deer creek, the Little Gunpowder, Bynum's and Winter's run and other streams of pure water that traverse the county.

The estimated annual amount of the general mercantile business transacted in the larger towns gives to Abingdon, \$15,000; Aberdeen, \$75,000; Bel Air, \$500,000; Churchville, \$30,000; Darlington, \$35,000; Dublin, \$20,000; Fallston, \$80,000; Forest Hill, \$35,000; Havre de Grace, \$1,000,000; Jarrettsville, \$10,000; Level, \$20,000; Norrisville, \$10,000, and Perryman's \$60,000. Other towns would swell the aggregate to two million dollars.

There are few counties that possess superior transportation facilities to those of Harford. Bush, Gunpowder and the Susquehanna Rivers and the Tide-water canal are accessible to nearly one-half of the inhabitants, and the Pennsylvania, Northern Central, Baltimore and Ohio and Maryland Central Railroads accommodate the other half. The projected road from Bel Air to the Susquehanna River, when completed, will furnish all the facilities desired. During the last twenty years there has been a marked improvement in the farms and buildings and the wealth and comforts of the inhabitants—attractions that catch the eye of strangers and cause many of them to remain in the county, which is regarded as one of the most progressive and prosperous in the State.

HOWARD COUNTY.

Howard, the most southern of the central Maryland counties, and next to Calvert the smallest county in the State, is bounded on the north by Frederick, Carroll and Baltimore counties, on the east by Anne Arundel and Prince George's, on the south by Montgomery, and on the west by Frederick. The area is 238.08 square miles, and according to the census of 1880, the population was 16,141, divided as follows: males,

8,234; females, 7,907; native, 15,263; foreign born, 878; white, 11,743; colored, 4,398. The census of 1870 gave Howard a population of 14,150.

Howard is one of the best adapted counties in the State for agricultural and manufacturing industries. The soil is mostly fertile and kind, easily cultivated and readily improved. Much of it is a loam, with clay sub-soil, and in a portion of the county there is an abundance of limestone land, that part of it known as "Limestone Valley" being particularly noted for its great natural beauty and fertility. In the southern section mica has been found, and in recent years some of the mines have been worked to advantage. The land is all valuable and commands a ready sale at good prices, ranging in the improved portions and where the transportation facilities are good, from \$40 to \$100 per acre. Wheat, corn, hay and potatoes are chiefly the present products. In some parts of the county the land is susceptible of tobacco raising, especially in the northwestern portion, where the attention of many of the farmers has been given to its cultivation for some time past, and as most of them are supplied with all the necessary buildings and appliances for curing, &c., a profitable return has been the result. The raising of fruits and vegetables is receiving considerable attention in some sections, and much of the once idle land is now being utilized for this purpose. In view of the easy transportation and small expense required to place them in our best markets, there is every reason to prophesy for them a leading position among the industries of this section. All along the B. and O. Railroad, and bordering upon the Patapasco river, are many acres of land which, owing to its natural condition and adaptability of its soil, could, according to the statements of experienced grape raisers, be converted into a succession of vineyards which would yield a handsome profit. The county's healthful climate, excellent water-power advantages, and the natural productiveness of its soil, render it one of the most desirable and promising counties

in the State for industrious, energetic immigrants. There is, perhaps, no county possessed of better transportation facilities than Howard. It is bounded for many miles both by the Main Stem and the Washington Branch of the Baltimore and Ohio Railroad, with stations every few miles along both lines, with, as a rule, good county roads leading thereto. The Baltimore and Frederick turnpike passes entirely through the county from east to west, and, together with the Ellicott City and Clarksville turnpike, affords to the residents of the interior sections an easy outlet to Baltimore and Ellicott City. The C. A. Gambrill Manufacturing Company's flour mill at Ellicott City offers to the farmers a ready market for their wheat, which would otherwise necessitate its being shipped by rail or an additional drive of ten miles to the Baltimore market. The county commissioners are liberal in their appropriations for roads and bridges, and, as a consequence, they are kept in good condition.

The people, too, are strong believers in good roads, and in addition to the two principal turnpikes already mentioned, private enterprise has built several short lines of pike in different sections of the county. The farmers are progressive in their agricultural methods, and every improvement in farming machinery is at once adopted. All the labor-saving implements which experience has proved to be valuable are in use, the best fertilizers are procured, and the system of farming which tends to the permanent improvement of the soil, is pursued. Much interest is taken in the raising of pure bred stock, and many farms are already noted for celebrated strains of both horses and cattle. Along the line of the railroad are many well-conducted dairy farms, the milk from which is daily shipped to the Baltimore market. Throughout Howard county are many thriving villages, all of which are well supplied with churches and schools. Being almost surrounded by the Patapsco and Patuxent rivers, whose water power is peculiarly adapted for mills and factories, it has for

its extent greater manufacturing facilities than almost any of its sister counties.

Besides a large number of minor mills on the different water courses in the interior of the county for the manufacture of flour, corn meal, &c., there is the well-known paper mill of John A. Dushane & Co., with over forty operatives and a capacity of five tons of paper per day; the extensive cotton mills at Alberton and Savage, each with a force of 400 hands, and owned respectively by James A. Gary & Co. and Wm. H. Baldwin, Jr.; the Guilford Cotton Mill, and the Electric Light Company's shops at Elkridge. There are many other points on the Patapasco that might be brought into profitable use by a little outside capital, combined with energetic effort on the part of the more enterprising citizen.

Howard's educational facilities are exceptionally good, there being, in addition to the well-conducted system of free public schools, in Ellicott City alone, three large private institutions with well-deserved reputation. A large volume of mercantile business is transacted in the different towns and villages of the county, that of Ellicott City alone being estimated at over \$1,000,000.

A new line of railroad has long been in contemplation to run through the western section of the county, for which a survey was made by the Baltimore, Cincinnati and Western Railway Company in 1881, but the enterprise has so far been a failure, and the products of a considerable acreage are still conveyed to market by horse and wagon.

A national bank, has recently been established at Ellicott City, with which many of the leading citizens are connected, and which is looked upon as an indispensable auxiliary in promoting the various industrial interests of the community. Since its establishment new life seems to have sprung up in business of every kind, and its great advantage is now generally conceded.

WESTERN MARYLAND.

THE MINING REGION OF THE STATE—A FERTILE AGRICULTURAL SECTION.

Western Maryland presents a greater variety of resources than any other section of the State. Its surface is broken by mountain ranges, which divide it into charming valleys, with fine, undulating stretches of country at the base of the mountains, affording unsurpassed agricultural lands, besides extensive deposits in the mountains, of coal and iron. The bituminous coal of the George's Creek region is a vast source of wealth, and gives employment to many thousands of miners, whose labor has built up a number of thriving towns and villages. The counties of Western Maryland are Allegany, Carroll, Frederick, Garrett, Montgomery and Washington.

ALLEGANY COUNTY.

Allegany county is located in the extreme western portion of the State, just south of the Pennsylvania line, with Washington county, Maryland, on the east, Garrett county on the west, and the Potomac River, separating it from West Virginia, on the south. The population, according to the census of 1880, was 38,012, divided as follows: Males, 19,223; females, 18,789; natives, 31,023; foreign born, 6,989; white, 36,481; colored, 1,531. Its area is 430 square miles. According to the census of 1880, the yield of cereals in Allegany county was, corn, 206,949 bushels from 8,661 acres; wheat, 67,458 bushels from 7,549 acres; oats, 52,570 bushels from 3,772 acres; rye, 19,165 bushels from 2,832 acres; buckwheat, 11,368 bushels from 1,130 acres; tobacco, 1,115 pounds from 2 acres.

The coal fields in the western portion of the county, and extending twenty miles in one direction and five in another, are the chief feature and source of wealth. There is a good proportion of farming and rich timber land, many of the

farms being quite productive. The soil is sandy loam along the streams, and in the mountain regions limestone, slate and sand, mixed with loam. There is a large territory covered with forest, especially in the eastern portion. The prices of cleared land range from \$10 to \$50 per acre, but there is much undeveloped mountain land which can be bought as low as \$2 per acre. The chief products are corn, rye, oats, potatoes, with some buckwheat, hay, wool, butter and a fair proportion of fruits. There is a considerable trade in lumber and tan bark. In recent years there has been much improvement in farming machinery. Some fine stock is raised, but not nearly to the extent possible, as much of the land is well adapted for grazing. The fruit cultivation could also be largely increased, the eastern slope offering good chances for grape culture. If the large tracts of undeveloped timber land were divided up and sold, there would be a chance for industrious immigrants to start profitable farming. There has been some move in this direction of late. Much of this undeveloped land is owned by non-residents. Outside of a few saw-mills and tanneries, the principal industries are located at Cumberland, among them the Baltimore and Ohio Railroad rolling-mill and shops, two glass works, cement works, tanneries, etc. Cumberland has unusual advantages for manufactures and unsurpassed transportation facilities. It is reached by the Chesapeake and Ohio Canal and six railroads, namely, the Baltimore and Ohio Main Stem, and Pittsburg Division, Bedford Division of Pennsylvania Railroad, West Virginia Central, Cumberland and Pennsylvania, and Cumberland and George's Creek, the two last named being mining roads. These lines traverse a considerable section of the county in different directions. A line to Moorefield, W. Va., has been surveyed. A new line in contemplation from Cumberland to Hagerstown, (Baltimore and Western,) would pass through an undeveloped portion of Allegany county said to contain iron ore. The chief mechani-

cal industries outside of Cumberland are fire-brick works at Frostburg, Ellerslie and Mount Savage, and the Cumberland and Pennsylvania Railroad shops at the latter place. Coal-mining is the leading industry, and upon it the present prosperity of the county largely depends, but there is no apparent reason why, with the proper placing of capital, other interests could not be created to add materially to the county's wealth and population. Some attention has been paid to natural gas and oil development in two sections of the county, though as yet without positive result. The taxable basis of the county is \$17,818,251. The annual amount of the general mercantile business transacted in the entire county is estimated at \$3,706,000, the greater proportion of this being transacted in Cumberland and five of the larger towns.

CARROLL COUNTY.

Carroll is the most eastern of the Western Maryland counties. It is bounded by Pennsylvania on the north, Baltimore county on the east, Howard county on the south, and Frederick county on the west. The surface is rolling and picturesque, and the county is one of the most fertile and prosperous in Western Maryland. According to the census of 1880, the population of Carroll county was 30,992, divided as follows: Males 15,495; females 15,497; natives 30,078; foreign-born 914; white 28,708; colored 2,284. The area of the county is 425 square miles, and according to the census of 1880, the cereal production was as follows: corn, 1,003,986 bushels from 31,983 acres; wheat, 579,333 bushels from 40,077 acres; oats, 262,458 bushels from 11,972 acres; tobacco, 137,171 pounds from 162 acres; rye, 54,879 bushels from 5,269 acres; buckwheat, 12,543 bushels from 972 acres; barley, 3,724 bushels from 133 acres.

The people are industrious and the soil productive, generally of a good quality, susceptible of easy improvement, and acts well with any of the grades of fertilizer and lime. The

location of the county, its high elevation and the absence of large tracts of marsh or low lands keeps it peculiarly free from epidemics of any kind, and the people enjoy good health, many of them living to a vigorous old age. The value of the land ranges from \$25 to \$100 per acre. Grape culture would probably prove remunerative if made a specialty. The climate is better adapted to late than to early vegetables. The facilities for transportation are good, the farthest point in the county not being more than eight miles from a railroad depot. The farmers are pretty generally well supplied with all necessary farming implements of the latest improvement. The horses and horned cattle have been much improved during late years, the people in many cases making a specialty of the stock business. They have imported a great many mules recently, principally of Kentucky breeding. At present there is very little manufacturing, but there are fine opportunities for capitalists to invest in this department. Westminster alone does at least \$1,500,000 in business, commercial and otherwise. The county is well supplied with labor. There are some large farms that could be divided.

The character of the soil varies in different sections of the county—limestone in some sections, red loam in others, blue slate, yellow slate and honeycomb—all kinds, and very susceptible of improvement. The county celebrated on Easter Monday, 1887, the semi-centennial anniversary of its organization. Formed from some of the most fertile and highly favored portions of the rich counties of Baltimore and Frederick, its half century of growth has developed the resources of the soil in a wonderful degree, and it occupies one of the foremost places among the progressive and prosperous counties of Maryland. With a contented, industrious and thrifty population, its prosperity is an assured fact, and their love of improvement gives promise of a bright future to the county.

FREDERICK COUNTY.

Frederick, the oldest of the Western Maryland counties, and one of the largest and most flourishing in the State, is bounded on the north by Pennsylvania, on the east by Carroll county, south by Howard and Montgomery counties and the Potomac River, and west by Washington county. The county contains an area of 652 square miles. It is divided into twenty-one election districts. The western boundary of the county is the top of South Mountain. East of this, and running nearly parallel, is the first mountain ridge of Western Maryland, called the Catoctin Mountain, which is a spur of the Blue Ridge. The country between these two mountains comprises six of the election districts, and is known as the Middletown Valley, which is watered by the Catoctin creek in its flow to the Potomac. Penmar the celebrated resort on the Western Maryland Railroad, is situated at the head of this valley, and is right at the northwest corner of the county. The upper end of the county, comprising Haver's and Catoctin districts, is broken, hilly and for the most part stony, although there are several fertile little valleys, formed by the Catoctin creek, known as Eyer's, Harbaugh's, &c. The next district towards the south is Jackson, which has good, strong soil, mostly limestone. Next comes Middletown, with its heavy limestone soil, and one of the richest and most productive districts in the county. Below this lie Petersville and Jefferson districts, which contain a variety of soil, clay, flint, limestone and loamy land, mostly of good quality and productive. These two districts border on the Potomac river, and the B. & O. R. R. and Chesapeake and Ohio Canal run through their southern borders. In the former of these districts is situated the famous "Merryland tract," the seat of some of the finest homes in the county. Among the families residing there are those of Onterbridge Horsey, Thomas Lee, the Gouverneurs, Deavers, Horines, O'Donnells, Hillearys, Ahalts and others. Here is situated also the Needwood

distillery, operated by Mr. Outerbridge Horsey. The remarkable gap in the mountains at Harper's Ferry is a conspicuous feature from this locality. Along the South Mountain, from a point northward of Middletown down to Crampton's Gap, near the Potomac, the battle of South Mountain was fought.

East of the Catoctin mountain lies the Monocacy Valley, watered by the river of that name, much broader than the Middletown Valley, and bounded on the east by the Linganore Hills. Emmittsburg and Mechanicstown districts, which lie about the headwaters of the Monocacy in the northern part of the county, have a variety of soil—slate, flint, clay, loam and red land. Creagerstown, Lewistown and Tuscarora districts are mostly red clay soil, with some flint, slate and limestone. They produce large crops of grain. Near Emmittsburg are located the large Catholic institutions, Mount St. Mary's College and Mount St. Joseph's Academy, which is also the headquarters of the Sisters of Charity in the United States. The Western Maryland Railroad runs through Creagerstown and Mechanicstown districts, and there is a branch railroad from Rocky Ridge to Emmittsburg, and also a branch from Mechanicstown to the Catoctin iron furnaces, a distance of three miles. Emmittsburg and Mechanicstown are both thrifty towns, each possessing a number of local industries, such as tanneries, &c. Tom's Fishing and Hunting creeks, strong streams which flow down the mountain sides in this region, afford excellent water-power. Woodsboro, Mount Pleasant, Frederick and Buckeystown districts, extending southward along the Monocacy, comprise the largest extent of prime soil in the county. Nearly all of it is strong, first-class limestone land, comparatively level and almost wholly free from surface rock that would interfere with cultivation. It is unsurpassed by any land in the State for general fertility.

Johnsville, Liberty and Linganore districts comprise a fine farming section—land gently rolling, mostly limestone, with some slate and flint. In this region are situated valuable

deposits of copper, zinc and hematite iron ores. The Dolly Hyde copper mines, near Liberty, were operated a century ago, and continued to be worked successfully until stopped in recent years by inflow of water. The Liberty copper mines are near Johnsville, and the zinc and iron mines in Linganore districts. Woodville, New-Market and Urbana, together with the three last-named districts, comprise the Linganore section of the country, lying east and south of the Monocacy, and drained by the Linganore, Bush and Bennett creeks, tributaries of the Monocacy. The land in these districts is more rolling and consists principally of slate and flint soil, there being little or no limestone in this section. The land, however, is of a good clay consistency, though varying somewhat in quality. The best is under good tillage, producing excellent crops and well adapted for fruits.

In the western section of the county there is considerable mountain land that would make comfortable homes for industrious settlers, and which can be bought for from one dollar to ten dollars per acre. The better lands in the upper part of Middletown valley, with comfortable improvements, range from \$15 to \$40, while in the lower part, the range is from \$25 to \$100 per acre. In the upper part of Monocacy valley, improved farms range in price from \$20 to \$50, and in the lower part from \$50 to \$120; in the upper Linganore section, from \$30 to \$100, and in the lower portion from \$10 to \$70. Springs and running water abound throughout the county, except in the limestone region, around Frederick and Middletown, which is supplied largely by wells.

The present products of Frederick county are principally wheat and corn and other cereals, hay, potatoes, grass and dairy products. Considerable impetus has recently been given to the dairy interests in the county, and large creameries have been established at Walkersville, Middletown, Buckeystown, Adamstown, Frederick and other places. The low price of wheat and corn has been one cause of the stimulus to the

dairy business, the farmers beginning to realize the necessity for a new departure. The mountains in the Linganore section are well adapted to the growth of all kinds of fruit and the cultivation of the vine. The Catawba, Concord, Isabella and other varieties of the grape grow there to great perfection, but little attention has yet been given to the cultivation of fruits of any kind on an extended scale, though it would undoubtedly prove profitable. The mountains are capable of cultivation to their tops, and wines of an excellent quality are made here in a limited way from the native grape. During his several visits to Frederick while President, Gen. Grant expressed much surprise that the great advantages of the mountain sides in this section were not availed of for the cultivation of grapes. Nearly the whole of this county is excellently adapted for truck farming, and capable of raising to the greatest perfection all kinds of vegetable and small fruits. Asparagus and celery of the finest quality are produced, and all root crops yield largely, but their cultivation thus far has been for home consumption only. The scope for varied agriculture here is unlimited, and especially in view of the fact that there are direct railroad outlets to Washington, Baltimore and Philadelphia by both the Baltimore and Ohio and Pennsylvania Railroads. In regard to machinery the most improved make is generally used, and abundant supplies of it are furnished by agriculture implement houses in Frederick and by agents at the various railroad stations throughout the county. Horses, cattle, hogs and sheep are generally of superior quality, and great attention has of late years been given by numerous stock farmers in the county to the breeding of the best strains of these. The result has been a great improvement in milch cows, roadsters, draught horses, &c.

The manufactures of the county comprise numerous flouring mills and tanneries, three distilleries, the Catoctin iron furnaces, a number of brickyards, hinge factory, several woolen

mills, carriage factories, numerous extensive limekilns, several foundries, and one of the largest corn canning establishments in the country. The abundance of water-power in the county and available mill sites, together with the conveniences for procuring coal by railroad and canal, and timber of all kinds from the forests of Pennsylvania and Virginia, added to the mineral resources, present great inducements for certain kinds of manufactures. The enormous output of pig iron from the Catoctin furnaces, when in operation, together with the large quantities of iron that might be produced from other ore deposits, could all be worked up to advantage in the county if rolling mills and other iron industries were established, instead of being transported to other States. The manufacture of agricultural implements and machinery, woodwork for carriages, &c., could also be profitably conducted; and if truck farming was more generally introduced a superior quality of all kinds of seed could be supplied. A pickling factory on a large scale, it is thought, could also do well.

According to the census of 1880, the population of Frederick county was 50,482, divided as follows: Males, 24,925; females, 25,557; natives, 49,363; foreign born, 1,119; white, 42,974; colored, 7,508.

Among the larger towns, outside of Frederick, are Emmittsburg, Mechanicstown, Middletown, Woodsboro, Jefferson, Walkersville, Buckeystown, New Market, Liberty, Unionville and Point of Rocks. Of macadamized roads there are about 125 miles, and between 1,200 and 1,300 miles of country roads. The public schoolhouses number 151, and the pupils who attend them nearly 11,000. The churches, representing all denominations, number about 140. In 1880, according to the census returns, the county had 13,326 horses, 13,793 milch cows, 14,544 other cattle, 12,672 sheep, 38,074 swine. The farm products were 1,774,256 bushels corn, 1,418,542 of wheat, 94,267 of oats, 42,502 of rye, 133,390 of Irish potatoes, 370,840 pounds of tobacco, 74,857 pounds of wool. There

were at that time 44 manufacturing industries in the county, with capital of \$1,828,927, and products of the value of \$2,806,098.

The opportunities afforded in Frederick county for industrious immigrants are believed to be as good as anywhere in the United States. The colored help is, to a large extent, inefficient and unreliable, and industrious white immigrants would be welcomed and have no difficulty in securing employment at remunerative wages, or cheap homes where they could rapidly thrive and prosper.

GARRETT COUNTY.

Garrett, the last formed of the Maryland counties, is located in the extreme western portion of the State. It contains an area of six hundred and seventy square miles of territory, with a population (census of 1880) of 12,175, divided as follows: males, 6,212; females, 5,963; natives, 11,389; foreign born, 786; white, 12,063; colored, 112. The agricultural productions, according to the census of 1880, were corn, 90,777 bushels, from 3,714 acres; wheat, 44,399 bushels, from 4,122 acres; buckwheat, 72,323 bushels, from 4,989 acres; oats, 171,723 bushels, from 8,657 acres; rye, 21,552 bushels, from 2,746 acres; tobacco, 1,927 pounds, from 4 acres.

The Great Savage mountain, better known as the backbone of the Alleghanies, crosses the county from north to south. On the east side of the mountain is the Maryland coal basin, about one-third of which is in Garrett county. On the western side of the backbone, and lying between that and Meadow mountain, at an elevation of two thousand five hundred feet above tidewater, is a vast table-land, covering an area of four hundred square miles, one-third of which is glade land, and is unquestionably the finest portion of the State for grazing and stock raising. There is, perhaps, no county in the State which contains such valuable mineral deposits in coal and iron ore. Fire clay and limestone of a superior quality abound also.

The soil is a dark rich loam, which is very productive, and readily yields 25 bushels of wheat, 40 bushels of oats, 40 to 60 bushels of corn, or 200 bushels of potatoes per acre, without fertilizers. The soil, which is naturally good, is easily improved, and a coat of lime acts like a charm upon it. The country is sparsely settled, and there is, therefore, a great deal of uncultivated and unimproved land, much of which is for sale. Unimproved lands may be bought in large or small tracts, at prices ranging from three to ten dollars per acre, whilst improved farms command from ten to thirty dollars per acre.

Notwithstanding the natural productiveness of the soil and the numerous other advantages possessed by the early settlers, they paid very little attention to agriculture beyond the raising of a little buckwheat, oats, and a few potatoes. In later years, however, the forests are being cleared out, farms opened up, and a large number of the most intelligent and best citizens of the country are turning their attention to farming as a business, and are growing, in addition to the crops raised by their predecessors, large crops of wheat and corn, and in addition to these, wool, maple sugar and butter are produced in large quantities annually.

Facilities for reaching markets are ample in all parts of the county. The Baltimore and Ohio Railroad runs through the southern portion of the county, from east to west, for a distance of thirty miles. On the southeastern border runs the West Virginia Central and Pittsburg Railroad for a distance of thirty miles or more. On the east is the Cumberland and Pennsylvania Railroad, and the National turnpike road traverses the northern portion of the county for a distance of twenty miles. The northern part of the county has access to the Pittsburg and Connellsville Railroad, a branch of which runs to Salisbury, which is located very near the Maryland and Pennsylvania line. The large number of towns along the railroads, and especially those along George's creek, in the

mining region, furnish good markets for nearly all the produce raised in the county. Improvements in labor-saving machinery and farming implements are keeping pace with the general advance all along the agricultural line, and nearly every farmer is provided with reapers, mowers and grain drills, as well as the latest improved plows, harrows and other utensils. Stock-raising is one of the leading industries, and the farmers and graziers are constantly introducing new breeds of animals for the purpose of improving their stock.

Manufactures in Garrett do not amount to a great deal, and are limited to two or three woolen factories, about the same number of tanneries, and a few lumber mills, which turn out various kinds of lumber, shingles, laths, shooks, staves, &c. The future of this county probably lies in its capacity for agricultural products, and not in its prospect of becoming a manufacturing community. The time is not distant when this will be a great agricultural county. The amount of mercantile business done annually in the towns of the county would probably reach the sum of \$200,000.

One of the most interesting features in this connection is the opportunity afforded to industrious and steady immigrants and farmers of small means to procure homes for themselves and families. The sparsely settled condition of the county, the large amount of unimproved land for sale, the productiveness of the soil, the facilities for reaching market, coupled with the advantages of climate, offer special advantages to settlers.

MONTGOMERY COUNTY.

Montgomery borders on the central and southern sections of the State, and partaking to some extent of the characteristic features of all three divisions, presents a great variety of surface, soil and resources. The Potomac river forms its Western and the Patuxent its northern and eastern boundary, separating it from Howard county. Frederick county is

contiguous on the north, and Prince George's county and the District of Columbia on the south. Its area is 508 square miles, of which 175,000 acres are under cultivation, 60,000 in wood, and the remainder unimproved. According to the census of 1880 the population of the county was 24,759, divided as follows: males, 12,700; females, 12,059; natives, 24,390; foreign born, 369; white, 15,608; colored, 9,151. The crop statistics were as follows: buckwheat, 3,057 bushels, from 260 acres; corn, 1,020,573 bushels, from 35,287 acres; oats, 59,537 bushels, from 3,126 acres; rye, 17,109 bushels, from 1,785 acres; wheat, 615,702 bushels, from 35,673 acres; tobacco, 806,036 pounds, from 1,053 acres. The census of 1880 shows that Montgomery, with one exception, grows more wheat to the acre than any county in Maryland, the average yield being $17\frac{1}{2}$ bushels. Washington is the banner county in this regard, yielding $25\frac{3}{4}$ bushels per acre, while Frederick, which follows Montgomery in the order of production, gives an average of 17 bushels to the acre.

The county has made great improvement agriculturally in recent years, and is now one of the most prosperous and progressive counties in the State. There is still, however, a good deal of unimproved land, and the county offers unusual facilities for making of comfortable homes for industrious immigrants. The soil is principally red clay sub-soil, but ranges all the way from the rich loam of the river bottoms along the Potomac and its many other streams to the sandy soil near the lower edge of the county. Most of the land is highly improved, and sells for from fifty to a hundred dollars per acre, but there are sections as yet comparatively unimproved of first-rate quality that can be bought for from fifteen to thirty dollars per acre.

The principal products are wheat and corn. Tobacco is raised to some extent in the upper part of the county. The lands are specially adapted to grazing. Many of the large

farmers are engaged in the cattle and dairy business; the abundant railroad facilities of a considerable portion of the county open a fine market for dairy products. Special arrangements are made by the Baltimore and Ohio road along the Metropolitan Branch, which traverses the county, to carry milk, &c., to Washington, which, situated just on the borders of the county, draws its supplies largely from here. The railroad and the Chesapeake and Ohio canal, running through different sections, bring an available market for all kinds of products almost to the doors of the farmers. There are no manufactories in the county besides flour mills, but its many streams are not surpassed in the water power they would furnish for the establishment of mills of all sorts. The people are hospitable, cultivated and enterprising. Churches, school-houses and mills dot the country in all directions. Several new roller mills have been recently erected, and no people have advanced more rapidly in the improvement of agricultural machinery and farm stock. Fine horses and cattle are the special pride of Montgomery farmers, and the annual fair at Rockville brings together a collection of these things hard to be surpassed anywhere.

The country is rolling, well watered and drained, and is in most of its sections remarkably free from malaria.

All along the Baltimore and Ohio Railroad there are many beautiful sites for suburban homes. These have been taken advantage of by several building companies, and at several points large tracts of land have been laid out into building lots, and are rapidly improving by the erection of beautiful country homes.

WASHINGTON COUNTY.

Washington county, one of the richest agricultural counties in the State, lies in the limestone belt running across the State from Pennsylvania into Virginia, and has an area of 463 square miles. According to the census of 1880, the popula-

tion of the county is 38,561, divided as follows: Males, 19,068; females, 19,493; natives, 37,942; foreign born, 619; white, 35,497; colored, 3,064. The agricultural products as reported in 1880, were: buckwheat, 1,506 bushels from 183 acres; corn, 1,090,972 bushels from 31,910 acres; oats, 52,497 bushels from 2,874 acres; rye, 21,750 bushels from 1,818 acres; wheat, 1,024,769 bushels from 56,923 acres; tobacco, 7,050 pounds from 5 acres. In the yield of corn per acre in Maryland in 1880, Harford took the lead, being $38\frac{1}{4}$ bushels per acre; Frederick followed with $34\frac{1}{2}$, Washington 34, Baltimore $33\frac{3}{4}$ and Cecil 33.

The soil of Washington county is for the most part limestone. In the eastern part, on the western slope of the mountains, between Washington and Frederick counties, there is a narrow strip of sandstone, and the western or mountainous portion is principally slate, with occasional narrow strips of limestone. The limestone region is the most fertile, and the farmers in this district pay special attention to the growth of wheat and corn, some of them having within the last few years raised as much as 42 bushels of wheat to the acre. The average yield, however, is not more than about 25 bushels to the acre. This land sells at from \$60 to \$100 per acre, according to its state of cultivation.

A few years ago the best land in the sandstone belt could have been bought for \$50 per acre, but since it has been found to be so well adapted to the growth of peaches, grapes and other small fruits, to which its owners are now devoting considerable attention, its price has increased to \$75 per acre, and it now promises to become one of the most valuable parts of the county, as well as one of the largest fruit-growing sections of the country.

The western portion of the county is not so well adapted to farming, but even here are found some well-cultivated and productive farms. Some excellent pasture lands are found in

this region, and a few persons are giving attention to stock-raising, but the principal products are lumber, crossties and bark. In some parts of this district there are favorable indications of coal and natural gas, but these remain to be developed. This land sells at from \$10 to \$50 per acre.

A few persons have given some attention to trucking with success, and this, together with fruit-growing and stock-raising, will receive more attention in future if the present low prices for wheat continue. Among the many advantages possessed by Washington county are her excellent shipping facilities. The Chesapeake and Ohio Canal runs along the entire southwestern border, and four railroads traverse the interior, bringing within easy access to city markets nearly every part of the county. For many years the farmers of Washington county were slow to invest in farm machinery, but after seeing that they were standing in their own light in this particular they made a change, and to-day as a rule, they use the most improved farming implements that can be procured; steam thrashers and self-binders, improved plows and grain drills are no longer a novelty, but can be seen on nearly every farm. The same can be said in regard to live stock. The improvement in this during the past ten years has been very marked, and to-day Percheron and Clydesdale horses, Alderney, Holstein and Hereford cattle and the best breeds of sheep and hogs can be found, where a few years ago the common and less profitable kinds were raised.

Although the people of the county are principally engaged in agricultural pursuits, considerable interest has been taken in manufactures. The Hagerstown Steam Engine Works, the Agricultural Works, the Antietam Paper Mills, the Hagerstown Spoke Works and the Glove factory of Updegraff & Sons, together with many smaller establishments, manufacture and ship large quantities of goods every year, and give employment to a great many persons. In addition to this the

mercantile business done in the county annually is very large, and will amount to from two and a half to three millions of dollars. Many of the farms are too large, and should be divided. Many advantages for new manufactures can be found here, and the climate is as good as any that can be found, all of which should be strong inducements to persons of thrift and industry in search of new homes.

There are a number of thriving towns in the county. Hagerstown, the county seat, is beautifully situated in full view of the mountains, is supplied with gas and water, has two fine, large hotels and a number of smaller ones, many handsome churches, stores and private residences, banks, etc., and a population of about 10,000.

THE EASTERN SHORE.

HOME OF THE DIAMOND-BACK TERRAPIN, THE OYSTER
AND THE PEACH.

The Eastern Shore of Maryland is one of the three sections into which the peninsula formed by the Chesapeake and Delaware bays and the Atlantic ocean is divided. The other two are the State of Delaware, contiguous on the east, and the Eastern Shore of Virginia, contiguous on the south. The Eastern Shore of Maryland comprises the counties of Cecil, Kent, Queen Anne's, Caroline, Talbot, Dorchester, Wicomico, Somerset and Worcester. It is abundantly watered by half a dozen noble rivers, with many important tributaries, which, with the waters of the bay, abound in choice fish and oysters. The famous diamond-back terrapin finds its chosen habitat in Eastern Shore waters, and the choicer varieties of wild duck, besides other game, are usually abundant in season. The soil is generally level and easily tilled. It is specially adapted to the cultivation of peaches and other fruits, which are raised in immense quantities, and to the raising of cereals, hay, live stock, and a great variety of vegetables. The Eastern Shore

counties are all provided with railroad facilities, which it is proposed to increase by the construction of a line down the peninsula parallel to the Delaware Railroad, and a line running through the lower counties, with a water terminus opposite Annapolis. There has been a considerable immigration from the North and West in recent years, but there is still plenty of room. This section of the State has made rapid progress since the war.

CECIL COUNTY.

Cecil county, the northernmost of the Eastern Shore counties, is bounded on the north by Pennsylvania, on the east by Delaware, on the south by Kent county, and on the west by Chesapeake bay and by the Susquehanna river, which separate it from Harford county. Cecil county is eighth in order of population, and sixteenth in area of the counties of Maryland. The population in 1880 was 27,108, divided as follows: Males, 13,782; females, 13,326; natives, 26,235, foreign born, 873; white, 22,642; colored, 4,466.

Cecil county contains 409 square miles, and the property of all kinds is assessed at \$14,168,655. The county tax rate is $67\frac{1}{4}$ cents on the \$100. The soil of the county includes almost every variety. The first district, Sassafras Neck, is chiefly a sandy loam, capable of being brought to the highest state of productiveness. Many if not all the farms are now in a fine condition, producing large crops of wheat, corn, oats and clover. It has not been found well adapted to timothy, or at least but little attention is paid to timothy hay in that district. Some of the lands, composed largely of clay, grow well the natural grasses and are excellent pasture fields. This is the great peach-growing district of the county. The second district is much like the other. It includes the historic Bohemia Manor, which is called by some the garden spot of the county. The capabilities of most of the acreage of these districts have never been tested. They could be made to grow everything

that can be grown in this latitude. A well-informed gentleman of Cecil county says he does not hesitate to state that finer lands are not to be found in the Middle States. The third or Elkton district embraces a greater variety of soil than either of the other districts named. It runs from a rich loam to an almost worthless clay or gravel. Grain, clover and timothy are raised and many cattle fattened on its fine pasture lands. The fourth, sixth, seventh, eighth and ninth districts are perhaps in a far higher state of improvement than the lower districts. The farms are smaller and the farmers practical men of superior intelligence as farmers. From these districts the Baltimore market is supplied with its well-known "Cecil county hay." There are fine dwellings in both the upper and lower districts of the county, and fine, large barns, especially in the former. Churches and schools afford every facility for religious and secular improvement. The fifth or Northeast district, the largest district in acreage, is inferior as an agricultural country, containing a large acreage of barrens. Many of its farms along the Northeast and Elk rivers are fine grain and truck land.

Tobacco is cultivated to a small extent in the upper districts, and could be produced in large quantities.

There is considerable unimproved land in the county, which can be purchased at low figures, and give good opportunities to poor but industrious immigrants. The transportation facilities are good. The Philadelphia, Wilmington and Baltimore railroad, and the Philadelphia extension of the Baltimore and Ohio, pass through the county from west to east. The Columbia and Port Deposit and Baltimore Central traverse some of the upper districts. Farmers in the lower districts ship some by the Delaware railroad, which is within a few miles of the county. The Chesapeake and Delaware canal, and Elk, Northeast, Sassafras and Bohemia rivers are also used extensively in transportation.

The manufacturers of Cecil represent a considerable capital and interests. The rolling mills and forges of the McCullough Iron Company at Northeast, West Amwell and Rowlandsville employ several hundred men. George P. Whitaker has a blast furnace on Principio creek. The census of 1880 gave the amount invested in these iron manufactories as \$550,000. Paper manufacturing is also an old industry of Cecil. Wm. M. Singerly's *Record* paper mills at Elkton are an important industry to the town.

Mr. Singerly bought the Providence Paper Mills in 1880 and built the extensive pulp works in Elkton in 1883. In the pulp works one hundred and twenty men are employed and sixty at the paper mills. At the latter 25,000 pounds of pulp are made per day, and 20,000 pounds of paper are made at the other. Both works run night and day. Contracts are also filled for government paper. George W. Child's Marley Paper Mills, which furnishes the Philadelphia *Ledger* with paper, employs about 40 or 50 hands. Carter's paper mills, which formerly furnished paper for the Baltimore *Sun*, closed several years ago. Harlin & Bros. manufacture book-binder's pasteboard. Paper is also manufactured at the Cecil Mills, on the Octoraro river.

The Scott Fertilizer Company, at Elkton, employs many hands. The Waring Fertilizer Company has works at Colora, and the Eureka at Frenchtown.

The stone quarries at Port Deposit are an important industry. McClenahan & Bros., at that place, employ from 150 to 200 men, and Port Deposit stone goes to all parts of the country. B. C. Bibb & Son manufacture stoves, and Reynolds Brothers manufacture tin cans at Port Deposit. There are fire-brick, kaolin and pottery manufactories at Northeast. Two brick manufactories, the Elkton Foundry and Enterprise Machine Works, are at Elkton. There are many flouring mills in

the county, some of which have the roller process. The Elk Mills, the only cotton manufactory in Cecil county, which have been closed for many months, were leased some time since by M. Gambrell & Co.

The farmers of the county are replacing old machines with improved new ones, several dealers doing a large business in farming machinery.

The live stock of the county has been improved during the past few years, doubtless caused greatly by competition for honors at the Cecil fair.

Elkton, the county seat, has advanced more in population and prosperity in the last four years than in twenty-five or more previous. Many new dwellings have been erected or are in course of erection. A competent gentleman estimates the annual mercantile business of the town at \$600,000. A business man of Chesapeake City estimates the business of that town at \$400,000. Large business is also done at Port Deposit, Northeast and Rising Sun. There is land in the county valued at \$100 per acre, and other land almost worthless. One of the greatest industries of Cecil county is the shad and herring fisheries on the Susquehanna, Northeast and Elk rivers.

KENT COUNTY.

In these times of ninety-cent wheat and thirty-cent corn, and heavy tariff taxes on everything the farmer consumes, the average Kent county farmer is able to bear up a little better than the average agriculturist in other sections, because his crops give a larger average yield. There are very few unimproved farms in this county. The soil is generally a light loam, with red clay sub-soil, slightly rolling. The county is long and narrow, and is bounded by the Chesapeake Bay and Sassafras River on the west, and by the Chester River, separating it from Queen Anne's county, on the east. Cecil county

is its northern neighbor. There is probably not a farm in the 318 square miles comprising the county's area that is more than four miles from navigable waters. This advantage of navigation is undoubtedly one of the causes that have placed Kent in advance of many Maryland counties.

Before the days of railroads the Kent farmers began to lime their lands, and found convenient markets for their crops. Lands in this county, when placed upon the market, have in the last five years brought from forty to eighty-five dollars per acre. There have been a few sales at less than \$40 per acre, and there are instances where lands have brought over \$90 per acre. There has not been a brisk demand for land in this county during the past year. A number of fine farms have been offered, but have in most instances been withdrawn, and the farms that have been sold were generally sold at what are considered low figures. The Dr. Thomas C. Kennard farm, located near Kennedyville, was sold in 1875 at \$75 per acre. The same farm was resold in 1877 at \$65 per acre. The sales in both instances were to settle estates of deceased owners. Wheat, corn and peaches are the chief crops, and as much attention is devoted to peaches as to any one of the three. The largest wheat yield ever reported in this county was fifty-two bushels to the acre, averaging a large field over. Fallow lands frequently yield from 30 to 35 bushels per acre, though the average yield, including corn-land wheat, is probably twenty bushels or less per acre. The yield of corn sometimes reaches 65 and 70 bushels to the acre, though the average yield is, of course, very much less. But the peach crop is the crop upon which the Kent county farmer builds his best hopes. More than twenty years ago Colonel Edward Wilkins began peach-growing in this county upon a large scale. Since that time a great many thousands of trees have been planted. There are comparatively few farms in the county that have not peach orchards upon them. Many farms are one-half devoted to peaches. There are numerous orchards that cover

100 acres, and some that cover 250 acres. Last year there was an almost total failure in the peach crop in this county. In previous years, however, single orchards are said to have cleared \$10,000. Besides peaches, pears and small fruit are grown to a considerable extent, and a few farmers grow truck and vegetables in a limited way. The lands of the county are well adapted to grazing, and there are a number of dairy farms in the county. A large number of farmers are also giving attention to breeding improved stock. They keep fully up with the improvements in agricultural machinery. The steam engine and the self-binding reaper have long ceased to be novelties. There are three fertilizer factories located at Chestertown, and a straw-board mill that cost \$150,000 and has a producing capacity of ten tons per day. It is surprising, however, that other industries have not sprung up. There is only one cannery in the county, at Rock Hall. In a peach year probably a million peach baskets are used in the county, but there is no basket factory except one recently started at Massey's.

Chestertown, the county seat, has grown more during the past ten years than during the previous twenty. Besides Chestertown, Millington, Galena, Kennedyville, Still Pond and Rock Hall, are all flourishing villages. The last census gave the county a population of 17,600, divided as follows: males, 9,055; females, 8,550; natives, 17,322; foreign born, 283; white, 10,398; colored, 7,207. The area of the county is 240 square miles. Churches and schools in Kent are abundant, the roads are good, the climate mild, and the people hospitable, energetic and thrifty. Kent is, in fact, one of the most attractive and prosperous counties on the Eastern Shore, and offers an inviting field for immigrants who seek comfortable homes in the midst of a compactly settled community which has still considerable room for newcomers.

QUEEN ANNE'S COUNTY.

Queen Anne's county is in the heart of the most fertile section of the Eastern shore. It is bounded on the north and west by Chester river, separating it from Kent county, on the east by Delaware and Caroline county, on the south by Talbot county. Chesapeake bay also forms the western boundary of a portion of the county—Kent Island, the oldest settlement in the State. The population, according to the census of 1880, was 19,557, divided as follows: males, 10,900; females, 9,167; natives, 19,012; foreign born, 245; white, 12,065; colored, 7,192.

The area is 422 square miles. The soil is varied, but nearly all of excellent quality, and responds rapidly and remuneratively to treatment. Throughout the southern section the soil is chiefly of the kind known as "white oak," and comprises some of the best wheat-growing land in the State. In the central and northern sections it is more of a loamy red clay, easily tilled and generally fertile. Prices range from \$15 to \$90 per acre, \$40 being about the average. The principal products are wheat, corn and peaches. There is no better section in the world for the cultivation of the peach than the river lands and also portions of the interior country. Other cereals besides wheat and corn are largely grown, but not in proportion to these staples. The soil is well adapted to small fruits and trucking, although these industries have not been largely entered into except in a few instances. Transportation facilities have within the past few years increased until the people now enjoy means of transportation second to none on the Shore. Two steamboat lines run daily steamers from Corsica and Chester rivers to Baltimore, covering the entire western and northern sections of the county. Another steamboat line from Wye river furnishes facilities to the southern section, and numerous lines of sail vessels run from all these waters. Three trains daily to the Queen Anne's and Kent Railroad, running through the centre of the

county, give communication with Baltimore, Philadelphia and New York, and the southeastern section of the county is furnished equal facilities by the Delaware and Chesapeake Railroad, which has one of the most important stations at Queen Anne.

The farmers as a rule are progressive and enterprising, as shown by the constantly increasing value of land, stock, &c., and the use of improved machinery. Some of the best strains of horse blood in the country have been introduced here, and much care exercised in the development of speed. The strains of cattle have greatly improved, and high breeding is constantly on the increase. The herds of Dr. W. H. DeCourcy, Edw. B. Emory, Sam'l T. Earle and others, have attracted attention outside the State, and these gentlemen have made a number of sales in the North and West. Farmers have very largely resorted to the use of improved agricultural implements and machinery.

Queen Anne's has never been a manufacturing county, although it has contained some factories of note. Mallalien's mills for many years were noted for the high grade of woolen goods produced, and "Mallalien's kersey" was a household word in other States than this. Mr. J. Hersey Hall completed about two years ago, and for several months had in successful operation, a large flouring mill at Centreville, capable of producing, by the roller process, 75 barrels of flour per day. This mill, however, was destroyed by fire some months ago.

The general mercantile business of the county is very heavy, and merchants are wide-awake and progressive.

Queen Anne's offers to immigrants an equable and salubrious climate, a fertile and highly improved soil, easily tilled and adapted to the growth of many kinds of grain, grasses and fruits, and easy proximity to market, with facilities of transportation such as few sections enjoy. There is considerable land still comparatively unimproved, which may be purchased at reasonable figures. Centreville, the county seat, is a

thriving town, centrally located at the head of Corsica river. Church Hill, Sudlersville and Queenstown are also prosperous towns, and there are a number of smaller villages. The county is well watered and its rivers and creeks abound in fine fish and oysters. Churches and schools are numerous, and the people extend a cordial welcome to industrious immigrants. There has been a considerable northern immigration to Queen Anne's in recent years.

CAROLINE COUNTY.

Probably no county in the State has improved more rapidly during the past two decades than Caroline, the inland county of the Eastern Shore. Caroline county is bounded on the north by Queen Anne's, on the east by Delaware, on the south by Dorchester, and on the west by Talbot and Queen Anne's. It is watered by the Choptank and tributary streams. Denton, the county seat, is on the Choptank, at the head of steamboat navigation. The soil varies from sandy loam to heavy "white oak." The former is confined principally to the east side of the Choptank river, extending from one-fourth of a mile to two miles from the stream. This sandy land is admirably adapted to the production of vegetables and small fruits, when properly enriched and managed. These crops in many cases have been found much more lucrative than the wheat crops of the heavy clay land. The heavier grades of soil are not excelled for the growing of wheat and corn. As much as forty-eight bushels of wheat per acre has been harvested from the famous Tuckahoe Neck, a fertile tract of about fifteen square miles, lying between the Choptank and Tuckahoe rivers, and on the south side of the county road leading from Denton to Hillsboro. Condition and situation govern the price of land in this county, running from \$5 to \$75 per acre. Land has of late years materially increased in value, though good light land can still be bought for from \$10 to \$15 per acre. Wheat, rye, oats, corn and hay are the principal farm crops, while fruits in

variety, such as peaches, apples, pears, plums, cherries, grapes, raspberries, blackberries, strawberries, &c., are grown. Peaches and small fruits reach a perfection here and in the lower part of the peninsula that has made the region famous. Outside of sweet potatoes, vegetables are not yet extensively grown for market, but the earliness with which nearly all kinds of garden vegetables can be grown on the lighter soils is beginning to receive consideration. This, coupled with the fact of having ample transportation facilities with the great eastern cities, via the Delaware Railroad system and steamboats from Denton to Baltimore, will in the near future develop this interest to the extent it deserves. From a good portion of these light lands there is daily communication by three rival lines of steamers to the metropolis of the State, while the northern and southern parts of the county each have railroad facilities for placing their products in a few hours in the markets of Philadelphia, New York and Boston.

Improved farm machinery has within the last decade annihilated the more primitive appliances in that relation, while farm stock of all kinds has received its full and just measure of attention. Mr. J. W. Kerr, a successful nurseryman and fruit-grower of Caroline county, speaking of the improvement in farming methods in the county in recent years, says: "It can be truthfully and justly said of the farming classes of this county that they are thoroughly imbued with a spirit of progress and improvement, and are fully abreast of the times in that intellectual equipment indispensable to successful farming at the present day of enlightenment." There has been a steady tide of immigration from Northern States into Caroline county since the war, but there is room for many more settlers.

The manufactures of Caroline county, except the extensive canning interests, are meagre. The burning of charcoal is an industry in the lower part of the county, and the pine forests north of Federalsburg have yielded many tons of the product, and from the ground thus cleared farms have sprung as if by

magic. A kindling-wood factory, affording employment for several scores of persons, has for some time been in successful operation at Federalsburg. Roller mills for the manufacture of the patent process flour have also been recently built at Denton. They have a grinding capacity of 65 barrels of flour daily.

By far the leading industry of the county is its extensive fruit-packing interest. The pioneers in this enterprise are A. B. Roe and Joseph H. Bernard, who each began fruit-packing on a small scale in Greensboro about fifteen years ago. Both have been eminently successful, and of late years their establishments have packed jointly nearly one million cans per year. Other canneries have since started at Greensboro, Marydel, Bethlehem, Choptank and American Corner. Peaches and tomatoes are the staples, and many acres are devoted to growing the latter, the packers paying \$6 per ton for them. Whortleberries, corn, peas and pears are also canned successfully. These houses give employment to about 1,500 persons.

Fruit-evaporating is also an important industry, and many hundred pounds of fruit are annually produced from evaporators that stand near almost every large orchard to use the fruit when prices are too low for shipping. The retail mercantile business of the county amounts to almost \$1,000,000 per annum. Of this the business of each of the towns of Greensboro, Denton, Hillsboro and Federalsburg amounts to \$100,000 yearly. Northern immigration has greatly aided the progress of the county, and some of these immigrants are among the most successful farmers and merchants. The mild climate, cheap lands and the ease with which these can be cultivated are still drawing settlers from Pennsylvania, New York, the New England States, and even Canada.

The population of Caroline county, according to the census of 1880, was 13,767, divided as follows: Males, 6,933; females, 6,834; natives, 13,556; foreign born, 211; white, 9,601; colored, 4,166. The area of the county is 270 square miles.

TALBOT COUNTY.

Talbot is the most central of the nine counties of the Eastern Shore. It is bounded on three sides by navigable salt water. The rivers, creeks and estuaries tributary to the Chesapeake and Eastern bays penetrate every section of the county, and there is not a farm even in the "interior" over three miles from navigation. Its area is 360 square miles. The Delaware and Chesapeake Railroad, steamboat lines on the Choptank, Third Haven, Tuckahoe, Miles and Wye rivers and the Eastern bay, and sailing vessels on all the waters furnish transportation facilities. The soil is principally a red clay loam in the northern and western parts of the county, and a white oak in the salt-water sections. Farm lands are worth from \$25 to \$125 an acre, according to location and condition of improvement. The cereals, hay, peaches and other orchard fruits, with small fruits, berries and vegetables, are the products. Large yields of all these products are raised in Talbot. At present fruit-growing and truck culture are receiving much attention, and are becoming very profitable.

Talbot farmers keep up with the times in the use of all the improved farm implements and machinery, and new inventions or improvements are given practical trial here as soon as anywhere else in the country. Stock-raising, including horses, cattle, sheep and swine, receive particular attention, several Talbot farmers being importers and breeders on a large scale.

Talbot is deficient in manufactures. There are a straw-board paper mill, two flour mills, two fertilizer factories, a planing-mill, a brick and tile yard, a broom factory and a basket factory at Easton; a ship-yard at Oxford, and three at St. Michael's; fruit and oyster canneries at St. Michael's and Oxford; large lumber and planing mills at Tunis' Mills, and smaller ones elsewhere; a brickyard at St. Michael's, and also at Oxford, and grist mills in various sections. It is believed there are peculiar advantages in the county for the establish-

ment of woolen mills, flour mills on a large scale, an agricultural implement factory and other industries.

The population of Talbot county by the census of 1880 was—males, 9,729; females, 9,336; natives, 18,759; foreign-born, 306; white, 11,736; colored, 9,471; total, 21,207. There has probably been an increase in population of 25 per cent. since 1880. The increase for the decade between 1870 and 1880 was over 30 per cent.

Talbot has for several years been an attractive section to immigrants. The climate, the soil, the character of the people, its splendid schools and numerous churches, its transportation facilities, its accessibility to New York, Philadelphia, Baltimore and Washington, its healthfulness, are amongst its advantages, and in its population of independent, thrifty and prosperous citizens are many who have come to Talbot from other States and countries since 1870.

The incorporated towns are Easton, St. Michael's, Trappe and Oxford. Cordova, Royal Oak, Tunis' Mills, Hambleton, Wittman, Longwood, Matthews, McDaniel, Wye Mills, Skipton, Sherwood and Island City, are thriving villages. Easton has a business ranging from a million to a million and a half dollars annually, and has some of the handsomest and largest stores and other business establishments to be found on the peninsula. The area of country trade that seeks Easton is very large, embracing all of Talbot, a large portion of Caroline and parts of Dorchester and Queen Anne's counties. Oxford and St. Michael's, with their shipyards and railways and large oyster and crop industries and mercantile trade, are prosperous towns when "times are good;" but being situated on peninsulas, with no back country, and with facilities that make it almost as easy to go to a city to do shopping as to do it in town, the mercantile business is restricted in both these towns. Trappe has a large and wealthy section of farming country to draw from, and can show a business of \$150,000 a year.

DORCHESTER COUNTY.

Dorchester county, which is the largest county in the State, having an area of 770 square miles, is bounded on the north by Caroline county and the Choptank river, which separates it from Talbot county, on the east by Delaware and the Nanticoke river, separating it from Wicomico, on the south by the waters of Somerset county, and on the west by the Chesapeake bay. According to the census of 1880, the population was 23,110, divided as follows: Males, 11,715; females, 11,395; natives, 22,995; foreign-born, 115; white, 14,638; colored, 8,472.

The soil varies from stiff clay to sand and black loam. The surface is generally level, but easy of drainage, and in the northern sections is somewhat undulating, giving rise to some water-power, which is utilized for saw and grist-mill purposes. Marl is found in large quantities, possessing excellent fertilizing qualities. The price of land varies, according to the location, from \$5 to \$50 per acre, the average price about \$25. The staples are wheat and corn, but oats, rye, potatoes, and the choicest fruits and berries are also produced in large quantities, and find a ready market by steamers to Baltimore, and by rail to Philadelphia, New York and other Northern and Western markets. The facilities for transportation are unexcelled. The county can be almost circumnavigated, and is also cut up with many inlets and creeks, where the luxuries of the water with wild fowl abound, making many desirable water-sites, and affording to a large majority the means of transportation by steamer and sailing packets, almost at the farmers' doors. Two daily lines of steamers to and from Baltimore—the Maryland Steamboat Company and the Choptank Steamboat Company—touch at points bordering the Choptank. On the Little Choptank, which traverses a fertile and prosperous section, a different line of steamers to and from Baltimore also plies, while the Nanticoke river, which

forms the dividing line between Dorchester and Wicomico, also furnishes excellent steam transportation for freight and passengers through the steamers of the Nanticoke Steamboat Company. The northern section of the county is penetrated by the Cambridge and Seaford Railroad, which connects at Seaford with the Delaware Road. The character of the soil is so diversified that it is capable of producing any and all classes of produce, but is more especially adapted to trucking. Within the past few years Dorchester county has largely improved in its methods of farming by the introduction of machinery. Great interest is manifested in stock-raising, and the grade of stock has increased 100 per cent.

The manufacturing interests are as yet limited, but increasing. The facilities are inviting. Canning oysters, fruits and vegetables are carried on at Cambridge, Vienna, East New Market, Secretary, and at other points. At Cambridge there are also several phosphate factories and a large flouring and hominy mills. At Cambridge and other points there are large quantities of oak, pine and hickory timber. Ship-building is also carried on. The general mercantile business transacted in the several towns of Dorchester county will amount by estimate to \$2,225,000. The inducements for industrious immigrants are most excellent. The oyster interests conflict greatly with farming on account of scarcity of labor, caused by the more lucrative employment to be obtained during part of the year in the oyster trade. There are many acres of languishing land which could be purchased at a cheap price and made to yield abundant crops. The people are genial and hospitable, and there is a liberal provision of schools and churches of various denominations. The climate is healthy.

WICOMICO COUNTY.

Wicomico county, in the southern part of the Eastern Shore, is contiguous to Dorchester county on the north and

west, the State of Delaware on the north; Worcester county on the east, and Somerset county on the south. Its area is 400 square miles. The soil is of great variety. In that portion of the county bounded by the Pocomoke river on the east and the Delaware line on the north and northeast, a black loam soil is found, which is the most productive corn and oat land in the county. In the sections bordering on the Wicomico and Pocomoke Railroad, where the land is higher, grass is grown abundantly, and in dry seasons the strawberry crop is large.

In the western section of the county, composed of Salisbury, Quantico, Tyaskin, Barren Creek and Sharptown districts, bounded by the Wicomico and Nanticoke rivers, the soil is greatly diversified. From the town of Salisbury to Rockawalking, and from that point on a line running north and south to the two rivers, the lands are elevated, the soil of a light sandy loam, and for early vegetables, small fruits and peaches, this section has not its equal for production on the peninsula. Wheat is also grown here with some success, as much as 20 and 25 bushels per acre being raised by progressive farmers, and the melon crop is extensive.

The land southwest of Rockawalking, taking in Quantico district and a part of Tyaskin, is stiff, of white and red clay, well adapted to corn, wheat, oats, grasses, and anything that a stiff soil will produce. The wheat and clover fields in this section will compare favorably with those of any of the upper counties. Peaches, strawberries, raspberries, blackberries and peas, are now being raised extensively and successfully.

In those parts of Tyaskin, Quantico, Barren Creek and Sharptown districts, bordering on the Nanticoke river, where land is light, watermelons are the most profitable crop. More than one million melons are shipped from this section annually to Baltimore and Northern markets. Land in the sections described ranges in price from \$10 to \$50 per acre, depending

entirely on the state of improvements and the proximity to shipping points.

Sharptown, Riverton, Barren Creek, Quantico, Tyaskin and Nanticoke, towns in the western part of the county, depend largely for transportation on steamboats and vessels. The largest part of the perishable fruit raised, however, in the vicinity of some of these towns, is hauled to Salisbury or Delmar, a distance of ten or twelve miles, to be shipped by rail to Northern markets via N. Y., P. and N. Railroad, and the P. and D. Railroad. The steamer Enoch Pratt, Maryland Steamboat Company, trades on the Wicomico river between Salisbury and Baltimore. The farmers on both sides of this river, below Salisbury, ship their fruit by this route to Baltimore. Transportation facilities for the eastern part of the county are supplied by the N. Y., P. and N. Railroad, and also by the Wicomico and Pocomoke Railroad. Perishable fruit is shipped exclusively to the big northern markets. The necessity for improved farm machinery is beginning to be generally felt, and the latest implements are being rapidly introduced.

The principal manufacturing industry of the county is the lumber business. About 14,000,000 feet of planed lumber is manufactured annually. Of this quantity Salisbury has nearly 8,000,000. Independent of this, the firm of E. E. Jackson & Co. uses between 8,000,000 and 9,000,000 feet of Virginia boards for making oil cases. A large quantity of the home-made lumber is utilized by different factories in manufacturing peach baskets and strawberry crates and boxes. This business is growing extensively, and nearly every town has its factory.

There are large quantities, and it may be an inexhaustible supply, of bog iron ore, just above Barren Creek Springs, that awaits enterprise and capital for their development. On the streams are several mills, with an adequate supply of water for many manufacturing purposes.

Salisbury, the county seat, is one of the most flourishing and enterprising towns on the peninsula. Although nearly destroyed by fire several years ago, it has been almost entirely rebuilt and improved in appearance. The annual volume of its mercantile business is estimated at \$1,000,000. There are also a number of other prosperous towns, and the county is progressing in all directions. In the variety of its soil, mildness of climate, excellent facilities of transportation, and cheapness of unimproved lands, Wicomico offers special inducements to immigrants. The population of the county, according to the census of 1880, was 18,016, divided as follows: Males, 9,008; females, 9,008; natives, 17,986; foreign born, 30; whites, 12,943; colored, 5,073.

SOMERSET COUNTY.

Somerset county is the southernmost county of the Eastern Shore. It is bounded on the north by Wicomico, on the east by Wicomico and Worcester, on the south by Pocomoke river and scond, and on the west by Chesapeake bay. The area, including islands, is 526 square miles. The system of farming in Somerset county has, in the last ten years, undergone many changes, and the great wheat harvest, which in other days was the busiest season of the year, has, to a large extent, given place to what is commonly called the trucking season, when the strawberries, peas, wax-beans, potatoes, etc., follow each other in quick succession to market. With these developments, new opportunities are offered to the man of moderate means and small quantities of land, to make farming profitable. The soil, being mostly of the pipe-clay, and the loose black kind, with some mixture of red clay, is specially adapted to the growth of such produce. Land can be purchased at almost any price from \$10 to \$50 per acre, according to location, improvements and the state of cultivation. The soil is also adapted to the growth of hay, and this branch of farming, though much neglected, could be made profitable. The cleared

lands are capable of being divided into smaller farms to advantage, and woodland abounds that can be purchased at reasonably small sums and easily reduced to a good state of cultivation, thus affording opportunities to industrious immigrants that are perhaps unknown to many who seek more distant fields of labor. Somerset is well watered by several small rivers and the Tangier sound, that contains some of the finest oysters that grow. It has good transportation facilities both by rail and water, being connected with the Northern markets by the New York, Philadelphia and Norfolk Railroad, and having daily connection with Baltimore by the Eastern Shore Steamboat Line from Crisfield. There is a dearth of manufacturing enterprises save in the milling business, which is carried on quite extensively in the production of lumber from pine forests. It may be safely said that nowhere in the rural districts of Maryland is labor better rewarded than throughout Somerset county. In winter the various branches of the oyster trade give employment to hundreds who would otherwise be without work, and in summer the crabbing interest has grown to be an industry that will almost rival the oyster trade in profit, while during the strawberry season a sufficient number of laborers cannot be secured from the county's borders to reap the crop, and hundreds are brought from Virginia and adjoining counties, and receive good wages. An excellent feature of this kind of labor also is that it is distributed among all classes, and every man, woman and child get their respective share of the profits. From present indications it would seem that Somerset county is destined to have a large acreage of vegetable and fruit-producing gardens, and when this is accomplished, and the vast resources which nature has furnished in the oyster bottom which lines the county's shores have been properly and judiciously cultivated, there is no reason why Somerset should not be one of the most progressive counties in the State. The principal towns are Princess Anne, the county seat, and Crisfield, which in recent years has

become an important depot of the oyster trade. According to the census of 1880, the population of the county was 21,668, divided as follows: Males, 11,148; females, 10,520; natives, 21,627; foreign born, 41; white, 13,031; colored, 8,637.

WORCESTER COUNTY.

Worcester county, in the extreme southeastern portion of the Eastern Shore, is the only county in Maryland that borders on the Atlantic, and contains Maryland's only seaside. Its area is 596 square miles. The soil is greatly diversified, varying from the unproductive to that which is very fertile. Generally, however, if not naturally fertile, it is of a character easily made susceptible of improvement and a high degree of productiveness. Some sections, notably those near the borders of the Pocomoke river, which runs through the length of the county, and also the newly-cleared swamp lands, often yield from 50 to 100 bushels of corn per acre. The most valuable lands, perhaps, are those with a surface of light loam and red clay subsoil, which occupy the largest area. This kind of soil is entirely destitute of rocks, easily cultivated, yielding, with the application of barnyard manure, compost, or some commercial fertilizer, remunerative crops of cereals, and of every variety of produce found in this latitude. Many years ago tobacco was raised, but, except to a limited extent, this has long since been abandoned for the staple grains—corn, wheat, oats and rye. The land is eminently adapted for the cultivation of vegetables, including sweet and Irish potatoes, peas, beans, melons, &c., large quantities of which are annually raised and shipped to the cities of Baltimore, Philadelphia and New York. Perhaps no section east of the Mississippi river is more favorable to the successful culture of the larger and smaller fruits, such as apples, peaches, pears, cherries, strawberries, raspberries, &c. According to the census of 1880, the population of the county was 19,539, divided as follows: Males, 9,858; females, 9,681; natives, 19,481; foreign born, 58; whites, 12,555; colored, 6,984.

The capabilities of Worcester county lands in the directions indicated, as to extent of acreage and all the favorable incidents of adaptation, are not half utilized. Clover, timothy, orchard grass, alfalfa and all the grasses are successfully grown and used for hay or pasturage. On the seaside farms, which border the county on one side for a distance of 40 miles, are hundreds of acres of salt marsh, in a considerable degree covered with a natural grass, luxuriant and valuable, furnishing pasture range for large herds of stock and rich hay for animals in winter quarters. The river, bays and creeks abound with fish, shad, herring, perch, rock, trout, drum, sheepshead, &c. The oyster industry is extensive and important, giving employment to thousands and supplying a profitable source of investment. The oysters of Worcester county waters are superior to the Chesapeake bivalve, and have a reputation of their own in the great cities where they are prized as a delicious luxury by the epicure. The commercial facilities of the county are very good. Assateague bay, with inlet at Chincoteague, Va., is navigated by schooners of fair size, engaged in trade with Philadelphia, New York, Boston and other seaports. The Pocomoke river, as already stated, traverses the county, and though narrow and crooked, it has a good, deep channel, affording good commercial facilities from Snow Hill, the county town and head of navigation, and from all points along its course to the Chesapeake. The steamer Tangier plies regularly between Snow Hill and places on the river, stopping at Onancock, Va., and Crisfield, Md., and the city of Baltimore, making two trips weekly. The Tangier is a commodious boat, carrying large amounts of produce, consisting mainly of potatoes and fruit, and returning with freight of every description.

Besides Snow Hill, the principal towns are Berlin, in the northern part of the county, and Pocomoke City, on Pocomoke river, in the southern part. These towns and several smaller villages are directly on railroads, affording daily com-

munication with Baltimore, Philadelphia and New York. Besides canning establishments and steam mills for sawing, dressing and manufacturing lumber, these towns have other industries. There is quite a large factory for weaving cotton-yarn at Snow Hill, and another for making whips of different sorts. Pocomoke City is largely engaged in manufacturing doors, windows, mantels, brackets, &c. This town has many advantages, and is a neat, enterprising and thrifty place, has the electric light, and is under excellent corporate management. It is only a few hours' travel from Pocomoke City to Norfolk and Fortress Monroe, Va., with trains constantly going to those points and the great cities.

Near Berlin, and immediately on the Atlantic ocean, is the seaside resort Ocean City, famous for its beauty and salubrity, and popular with citizens of Baltimore, Philadelphia and Delaware.

Land in Worcester county generally is cheap, prices varying according to locality and quality from \$5 to \$50.

Agricultural implements of improved kinds are coming more and more into general use. Every season there is an increased demand for reapers, mowers, drills, planters, harrows, &c.

Much more interest is manifested in improved stock than formerly. This remark includes all varieties of stock—horses, cattle, sheep and hogs. In some isolated places in remote points of the county, where formerly stock of all kinds was of the most inferior grade, may now be found on farms belonging to the poorest farmers specimens of cattle that would not be a discredit to a herd in the best parts of New York or Pennsylvania.

SOUTHERN MARYLAND.

A COUNTRY WITH A BRIGHT FUTURE—OPPORTUNITIES FOR ENERGETIC IMMIGRANTS.

Southern Maryland comprises the counties of Anne Arundel, Calvert, Prince George's, Charles and St. Mary's. With

the exception of portions of Anne Arundel county contiguous to the city of Baltimore and the railroad lines, the flourishing villages of Prince George's along the line of the Washington Branch of the B. & O., and the communities in Prince George's and Charles counties bordering along the Baltimore and Potomac and its Pope's Creek Branch, the Southern Maryland counties are backward in industrial development. This is due in part to the lack of transportation facilities, and also in part to the survival of ante-bellum methods of cultivating the soil, which have become obsolete in the changed condition of affairs, the unreliability of negro labor, and the too exclusive cultivation of a single crop—tobacco. Some effort is being made to diversify crops and to attract a better class of labor. Immigrants are cordially welcomed. The people are kind and hospitable to all comers, the climate is mild and salubrious, the soil easily tilled and improved, and lands, especially in St. Mary's and Calvert counties, very cheap. The few immigrants who have settled in the lower portion of Southern Maryland seem to be doing well. The natural resources of this section are undoubtedly very great, and Southern Maryland would seem to possess the conditions necessary to insure it a most prosperous future. The construction of the Drum Point Railroad through the counties of Anne Arundel and Calvert, and the proposed extension of the Southern Maryland Road through St. Mary's, will, when completed, give a great impetus to this important section of the State.

ANNE ARUNDEL COUNTY.

Anne Arundel, the most northern of the counties composing the section known as Southern Maryland, has for its boundaries the Patuxent river on the north, separating it from Baltimore city and county, Chesapeake bay on the east, Calvert county on the south, and Prince George's and Howard counties on the west. A considerable portion of

its territory is immediately opposite the city of Baltimore, to which access is afforded by a bridge across the Patapsco. Its proximity to the city, and the light, fertile character of the soil adapt this portion of the county especially to the raising of garden produce for the city markets, which is carried on successfully to a large extent. The area is 360 square miles. The only city in the county, Annapolis, is the capital of the State. The products of Anne Arundel are corn, wheat, tobacco, some hay, and a few oats. The trucking business is carried on quite extensively in the third and fifth districts, most of the produce being carried to Baltimore. The Short Line Railroad, passing through this section of the county, has increased the importance of the two districts as a trucking centre. There are no railroad facilities in the section south of Annapolis. All the produce is shipped by boat, and in some cases has to be hauled a distance of ten miles or more to the landing. This will be remedied when the Drum Point Railroad, now under construction, is finished. There are some good grass farms in the lower section, and in the whole county the soil is favorable to fruit-growing. There are many profitable peach orchards throughout the county, and their number and acreage is rapidly increasing. Farmers along the line of the proposed Drum Point Road say if railroad transportation is afforded them, it will not be long before lower Anne Arundel will also become a great trucking country.

The improvement in farming machinery is going on slowly but surely. Instead of the old cradle, the self-binder is now used. Live stock has also improved in quality and quantity. An excellent opportunity is afforded for industrious immigrants to locate in Anne Arundel, farm lands, mostly colored, being very scarce. Prices of land range from \$10 to \$300 per acre. The most valuable farms are in the vicinity of Brooklyn, fifth district, their accessibility to Baltimore, distant only a few miles, rendering them, as heretofore stated,

especially valuable for trucking purposes. In the lower section of the county, where the soil is sandy, grapes, melons and other fruits are raised to some extent, while in the third and fifth districts the soil is peculiarly adapted to profitable pea-growing, an industry that is being extensively cultivated in connection with other trucking products. There are good openings for flour mills and canning factories in lower Anne Arundel, as well as in Annapolis; and at Horn Point, an adjunct to the city, which now boasts of a glass factory that gives employment to a number of people. There are about eight canning establishments in the county. A leading merchant estimates the amount of mercantile business done at Annapolis, the county seat, each year, at from \$150,000 to \$200,000. The population of Anne Arundel county, according to the census of 1880, was 28,526, divided as follows: Males, 14,890; females, 13,636; natives, 27,697; foreign born, 829; whites, 14,647; colored, 13,879.

CALVERT COUNTY.

Calvert county is a peninsula, bounded on the north by Anne Arundel county, on the east by Chesapeake bay, and on the west and south by the Patuxent river, one of the largest tributaries of the Chesapeake, which separates it from Prince George's, Charles and St. Mary's counties. It is about 32 miles in length from north to south, and 7 miles wide. Its area is about 235 square miles; population, according to the census of 1880, 10,538, divided as follows: Males, 5,413; females, 5,125; natives, 10,505; foreign born, 33; whites, 4,842; colored, 5,666. The county seat is Prince Frederick, a small town equi-distant from the Chesapeake and the Patuxent, each of which is about five miles away. There is probably no portion of Southern Maryland which affords more inviting natural advantages to immigrants than the greater part of Calvert county. The county offers a great variety

of soils suitable to the raising of different agricultural products, and land is very cheap. In the upper and northern part of the central sections the soil is generally composed of loam and clay. In the central and lower portions of the county the soil is more sandy in character, while the river-side farms are for the most part loam and sand, capable of a high state of improvement. The bay-side lands have a fertile soil of clay, loam and sand, capable of a very high state of cultivation, and are very valuable for the production of large and beautiful fruit trees, which produce more regular crops than in other sections less favored by the requisite conditions favorable to success in peach culture. In many parts of Calvert there is a dark loamy surface soil, with a clay sub-stratum. This character of soil is very desirable, as the loam is easily cultivated, and having a clay sub-stratum, which prevents an underdrain of commercial fertilizers placed upon it, it is capable of the highest degree of fertility for the production of marketable vegetables. Meadow and marsh lands fringe the river and bay borders, and also the creeks in the different parts of the county. The price of arable land ranges, according to location and degree of culture, from ten dollars to fifty dollars an acre; while land covered with undergrowth and pine, and low lands, may be obtained at nominal prices, as land owners who own large tracts are in many cases unable to give attention to these neglected portions of their estates.

The present products are tobacco, corn, wheat, oats and rye and fruits, the most important of which are the standard varieties of peaches. A few marketable vegetables are now being raised. As a rule, however, vegetables and hay are seldom raised in sufficient quantities to ship or sell from the farms. The capabilities of raising products other than are now raised for market are almost unlimited. These include stock raising, early market produce, small fruit of every variety, cranberries, osier willow and oyster culture, for which there is every necessary facility. The transportation service is restricted to steam-

boat and sailboat accommodation. The steamboat service is, however, well conducted, and affords all facilities of which this class of transportation is capable. A number of sailboats are being profitably engaged in lumber and coal transportation, and the oyster-carrying trade of the county is mostly confined to this class of vessels. The Drum Point Railroad, now under contract, will extend through the county from north to south, affording ample transportation facilities and terminating in a fine harbor at Drum Point, at the mouth of the Patuxent river.

The improvements in farm machinery and stock has been considerable. Steel wheat-binders, of the most approved patterns, are being yearly introduced. Manufactures are very limited. The advantages for new manufactories are an abundance of water-power, poplar, oak and pine timber, and large silica deposits, some of which are now being worked. Vessel building and repairing are carried on at Solomon's Island, at the mouth of the Patuxent river. The general merchandise business in the county is estimated at about two hundred thousand dollars annually. Industrious immigrants would be given every encouragement, and they would find here opportunities favorable to an easy acquirement of property.

PRINCE GEORGE'S COUNTY.

Prince George's county, the most central of the Southern Maryland counties, lies between the Potomac river on the west and southwest, and the Patuxent river on the east. Montgomery and Howard counties, with the District of Columbia, are adjacent to it on the north and west, and Charles county on the south. Its area is 500 square miles. The population, according to the last census returns, was 26,263, divided as follows: Males, 13,499; females, 12,764; natives, 25,705; foreign born, 558; whites, 13,950; colored, 12,313. The chief employment of the people is agriculture,

and the county contains many successful farmers. The improved acreage, as shown by the last census, is 164,289, leaving unimproved 104,545 acres. The character of the soil is varied, consisting of the limestone formation in the northern part, a sandy soil, a heavy clay soil, and farther south, in what is called the tobacco belt, a rich combination of marl with sand. With such a variety of soil it can readily be seen that the county possesses a vast capability for variety production. The staple crops have been for a long series of years, tobacco, wheat and corn. The first-named crop was for a long time the great staple, and in colonial days was currency. From its cultivation all the revenues of the farmer was derived, but now, owing to the scarcity of labor, the expense of its cultivation and the small market value, it has of necessity, to a great extent, been given up as a crop. The cultivation of grass, especially in the northern portion of the county, has taken its place, whilst nearer to the District line the lands are principally devoted to the growth of vegetables and fruits. With the rapid progress that Washington city is now making, these lands are yearly improving in value, and present a fine opportunity for investment, whether for permanent homes or for speculation. The principal towns are Laurel, Marlboro, the county-seat, Hyattsville, Nottingham and Piscataway. There are also many other new and thriving localities upon the railroads—the Baltimore and Ohio and Baltimore and Potomac—running through the county. The population of Laurel is about 850, Marlboro about 700, and the other towns mentioned varying from 200 to 300. In the town of Laurel there is a factory producing yearly a large quantity of cotton cloth, and giving employment to many laborers at remunerative prices. Besides this factory, there is at Muirkirk an iron foundry that turns out from the ore-beds that abound in that vicinity a sufficient quantity of iron to make it a paying business. The working of the ore-beds and the

furnaces of the factory afford employment to a large number of laborers. At Bladensburg there are two large flouring mills, whose reputation for the quality of the flour and cornmeal produced, is well established. The facilities for manufacturing purposes are equal to those of any other county of the State, and industries are on the increase, as the many canneries that have been started of late will attest. The communication with the outside world, both by rail and water, are easy and at all times accessible, as the Baltimore and Ohio Railroad runs through the upper and the Baltimore and Potomac through the lower part, while the balance of the county is drained by the Potomac and Patuxent rivers. Besides these two roads there is another in the course of construction, known as the Washington City and Point Lookout, that will run from Brandywine Station, on the Baltimore and Potomac Railroad, to Washington city. This will bring a fine section of country within easy access of the capital. Schools and churches abound, and the people are of a social and friendly disposition, and are ever ready to welcome the stranger seeking a home amongst them. The prices of land are low, and range, according to quality and location, from ten to thirty dollars per acre. No portion of the State offers better inducements for a class of thrifty immigrants. The soil is kind, the climate good, and nearly every product known to this section of our country can be grown with profit. Especially is this the case with fruits and vegetables. There is now a growing tendency towards the extensive cultivation of the peach, and with the fact in view many large nurseries have been started. The time is probably near at hand when this county is destined to rival her Eastern Shore sisters in the growth of this delicious and profitable fruit. The soil is well adapted to the peach, and wherever tried this fruit has succeeded well. The great want is an honest, industrious immigration. There is plenty of room for immigrants.

CHARLES COUNTY.

Charles county, which comprises the southwestern portion of Maryland, has for its boundaries Prince George's on the north, the Patuxent river, separating it from Calvert, on the east, St. Mary's also on the east, and the Potomac river, separating it from Virginia, on the south and west. The area of the county is 459 square miles. The soil of the county is varied, and presents almost every kind of land known to the State of Maryland. Along the numerous water courses and in the many valleys that run through the county in every direction a rich loam prevails of a quality best adapted to the growth of grain and fruit, and indeed, when properly cultivated, it will produce luxuriantly anything that the climate will permit. Back on the hills from these valleys is found a rather stiff soil composed of white clay, sand and a small proportion of loam called "white oak soil." Woodlands generally are of this kind also. This is easily improved, and when made rich produces grass of the finest kind and in paying quantities. In the eastern section of the county and along a narrow belt of the northwestern border, immediately on the Potomac river, is to be found a mixture of sand and loam peculiarly adapted to fruit growing and trucking. This is pronounced by those familiar with such interests to be much the same kind of soil as the most productive of the celebrated Anne Arundel trucking lands. Here and there throughout the county are to be found stiff red clay lands, which, though hardest to improve, if once made rich, are perhaps the most productive. They are certainly the best tobacco lands to be found here. An abundance of marsh marl in many localities makes the improvement of lands along the water courses comparatively easy and inexpensive. Land can be bought at any price from \$3 to \$50 per acre, selling highest along the line of the Baltimore and Potomac Railroad, whose Pope's Creek Branch extends through the county, and near the numerous flourishing little villages that have been built up within the past ten years along

its route. The average price per acre in buying farms is from \$10 to \$12. There is much land for sale, owing to a disposition on the part of large landowners to decrease the size of their farms and give more attention to small fruits. Many farms remain in size as before the war, when cultivated by slave labor, and as a consequence necessarily have become more or less exhausted, impoverishing their owners, because, with the poor labor that could be obtained and the depressed market of the staple crops of this section, it was impossible to find the means for improving the land.

The principal products now are wheat, corn and tobacco. Grass is grown quite extensively and more attention is being given to fruit within the past two years. The soils are abundantly capable of raising fruits and vegetables of every description to be grown in Maryland. Facilities for transportation could not be better. The Baltimore and Potomac Railroad runs through the central portion of the county throughout its whole length with daily passenger and freight trains. The Southern Maryland Railroad also runs through a portion of the eastern section, while daily boats ply the Potomac and Patuxent rivers and the numerous tributaries of the former every day, both to Washington and Baltimore.

Farming machinery is being improved as means will permit, but farmers have not as yet been able to make any decided improvement in their live stock. But few thoroughbred cattle and horses are to be found, and one singular drawback to improvement in stock, especially cattle, seems to be a failure on the part of even some of the most practical farmers to realize that one good horse or cow will serve them more profitably than half a dozen bad ones poorly kept and with but little attention given them.

But few manufactories exist, but there are inducements of various kinds for capitalists to look to this branch of industry.

The amount of general mercantile business transacted in the county annually has been estimated by several trustworthy merchants at about \$700,000. The population in 1880 was 18,500, divided as follows: Males, 9,386; females, 9,162; natives, 18,432; foreign born, 116; whites, 7,696; colored, 10,852.

Opportunities for industrious immigrants are everything that could be desired. Lands are cheap, easily tilled and quickly improved, while the distances from both Baltimore and Washington, and the ready facilities for reaching either, place them within quick and easy reach of market. The waters abound in the finest fish and oysters, and game of various kinds is abundant. The county seat is Port Tobacco. Marshall Hall, Glymont, Chapel Point and Lower Cedar Point, are all in this county, and are, perhaps, the most popular excursion points on the Potomac.

ST. MARY'S COUNTY.

St. Mary's county forms the southern extremity of the Western Shore of Maryland, and has an area of 429 square miles, with an average length of 30 and an average width of about 11 miles. According to the census of 1880 the population was 16,934, divided as follows: Males, 8,543; females, 8,391; natives, 16,873; foreign born, 61; whites, 8,245; colored, 8,689. It was the first county organization in the State, and its early history is most interesting. Bold, deep waters nearly surround the county, and afford excellent facilities for commercial intercourse. On the east and northeast, the Chesapeake bay and Patuxent river bound its entire length, on the south and west the Chesapeake bay, Potomac and Wicomico rivers are its boundaries. Bird creek and a short line through terra firma separate it from Charles county. Besides being nearly surrounded by water courses of the grandest proportions, it is penetrated by rivers and bays of great beauty, which

extend far into the interior. St. Mary's river is among the most noted of these; on its middle course was located St. Mary's City, the first town in Maryland, and capital of the county. St. Clement's bay and Breton's bay penetrate the centre of the county. On the latter is situated Leonardtown, the county seat, and largest town in the county. •

The country is rolling and generally naturally drained, and even along the water courses there is much diversified surface. The climate is tempered and softened by the large bodies of water around the county, which prevent sudden changes of temperature by acting as reservoirs of heat. The soil, originally fertile, has in many places been worked to exhaustion by the culture of tobacco without any returns being made to the soil by the husbandman. Along the rivers and other water-ways the soil is still productive, and wherever the farming has been judicious, the lands compare favorably with similar lands in other sections. Tobacco and corn are the principal crops, wheat and oats occupying subordinate places. Cattle and sheep do well, but are not raised to any extent. The horses generally are more or less thoroughbred, and some good racers have been raised in this county. Fruit orchards for market are the exception, yet the soil and climate are specially adapted to fruits of all kinds. Point Lookout, at the confluence of the Chesapeake bay and Potomac river, and Piney Point, about fifteen miles up the Potomac river, have been patronized as watering places.

The capabilities of this county are second to those of no other part of Maryland. The climate and soil admit of the cultivation of all the more important vegetables and fruits, and the waters swarm in season with the finest of fish, oysters, terrapins and wild fowl. When capital intelligently directed develops St. Mary's, returns may be expected in proportion to its many great advantages. Capitalists from a distance who have sought a home and a place for investment of funds in

St. Mary's are much pleased with their new homes, and the returns being made from money spent. One gentleman, after traveling all over the world, looking for a site on which to locate a home, settled on a beautiful plane overlooking Breton's bay and the Potomac river. He had a steam yacht built in which to examine all the places along the water courses of the United States, and, after several years spent in the hunt, decided in favor of St. Mary's county.

He, like other settlers from a distance, has found the soil readily improved. The beautiful site he selected, with water in front capable of floating the largest craft, is but a sample of the innumerable points that may be converted into homes, whose beauty cannot be surpassed by the far-famed villas along the Mediterranean and its adjacent waters. Artesian wells sunk to the moderate depth of 100 to 300 feet give overflow wells, the flow being unceasing Summer and Winter.

St. Mary's has good steamboat communication with Baltimore, Norfolk, Washington and other points, but is deficient in railroad facilities. Two railroads have been laid off through the county—one running to a point opposite Drum Point, on the Patuxent, at its mouth, where there is a magnificent harbor, and the other to Point Lookout. The roadbeds are made, but rails have only been laid to Mechanicsville, in the upper part of the county, to which point a train runs daily from Brandywine, in Prince George's county, a station on the Baltimore and Potomac Railroad.

TIDE MARSHES IN MARYLAND.

An Interesting Report upon the Subject from the United States Department of Agriculture.

The United States Department of Agriculture, in May, 1889, issued an interesting report on the tide marshes of the United States, collated and prepared by D. M. Nesbit, of Prince George's county, Maryland. By direction of the United States Commissioner of Agriculture, the report was prepared from an agricultural standpoint. The following comprises that portion of the report treating of the tide marshes of the State of Maryland:

The riparian laws of the State are few, and they only reflect or reiterate the general principles of common-law riparian rights. The decision of our Courts have, on this subject, been confined to rights between neighbors and to the navigation and extent of ownership of water-courses and rivers between opposite counties, or citizens of those counties.

There are many large tidal marshes in the State, the reclamation of which would be very beneficial to the public health, and add millions to the general wealth. I know of and can learn of no individual or association "largely (or in any way) engaged in reclaiming or owning considerable tracts of reclaimed land."

Thousands of the most fertile acres could, with little comparative expense, be brought into the highest state of productive cultivation. Many persons own and pay taxes on tidal marshes which, in their present condition, are rather nuisances than sources of profit, but if reclaimed would be far more valuable than the adjoining cultivated upland. This is a matter which opens a wide field for investigation, and is suggestive of great wealth, now hidden and useless.

WORCESTER COUNTY. Worcester county occupies the coast of Maryland from Delaware to Virginia, a distance of 40 miles, and is the only county in the State that touches the Atlantic. It is protected from the wash of the ocean by a sand ridge, between which and the mainland are several bays, forming a continuous water-way from one to six miles wide, with but a single permanent outlet in the county to the ocean. There are many thousand acres of tide marshes on the mainland, bay shores and creeks, none of which have been diked. Aside from the general causes which have retarded improvement in Maryland, the tidal action in these bays is not sufficient to secure drainage through sluices for marshes that are near the level of mean high water, a condition which will preclude reclamation not based on the use of machinery for elevating the drainage water. There are marshes in the southwestern part of the county, on the Pocomoke river, to which this objection does not apply. These are in all respects similar to marshes in the adjoining county of Somerset.

SOMERSET COUNTY. The marshes of Somerset are estimated at twenty-five thousand acres. Unlike Worcester county, the tidal action is sufficient for drainage, but little has been done to improve the marshes, and no remarkable features are presented. The unimproved marshes are valuable for taxation at 25 cents per acre.

WICOMICO COUNTY. The marshes of Wicomico, amounting to several thousand acres, are mainly on the Nanticoke river. No reclamations are reported.

DORCHESTER COUNTY. On the Nanticoke river, from head of tide to Nanticoke Point, in Dorchester county, are 5,000 acres of tide marsh, at a general elevation above low water of $3\frac{1}{2}$ to 4 feet; the common rise of the tides is 3 to $3\frac{1}{2}$ feet; the highest storm-tides rise 6 feet. The marshes are used for

grazing; none are improved. They are valued at \$1 to \$5 per acre, and upland from \$6 to \$30.

The mud flats and low marshes in this section produce wild oats, and lower down the Nanticoke river other grasses, some of them making pretty good hay for stock and packing. The marshes are of very little value; upland from \$5 to \$20. Many years ago an attempt was made on the Nanticoke above Vienna to reclaim land for rice and cotton. This was abandoned, and no effort has been made for a half century or more. The majority of landowners in the lower Nanticoke and Fishing Bay, busy themselves catching oysters, muskrats and otters, and take but little interest in the improvement of land.

CAROLINE COUNTY. There are in Caroline county 500 to 1,000 acres of tide marsh on the east side of the Upper Choptank. This land is used only for grazing, and is valued at about \$2.50 per acre, while upland is worth from \$10 to \$25. It is at a sufficient elevation above low water to afford perfect drainage, and is not subject to very high storm-tides. None is diked.

TALBOT COUNTY. Talbot county has a large frontage on tide water and contains many thousand acres of marsh land, which might be reclaimed at a moderate cost and made very valuable. Notwithstanding the favorable location, good quality, elevation above low water and freedom from storm-tides, none has been diked.

The general elevation of the marshes above low water is about five feet. Common tides rise about three feet and storm-tides about two feet higher. The marshes are generally owned in small tracts. They are chiefly alluvial six to eight feet. The vegetation is a coarse cane grass, reed, flag or cat-tail and rush, and is only used as spring pasture. The value of upland is about \$50 per acre, adjoining marsh thrown in.

Talbot county borders on the east on the Choptank and Tuckahoe rivers. These streams are comparatively narrow

but deep. The marshes are nearly a mile wide, (average,) growing narrower as you ascend. The courses of the stream are serpentine, with reaches striking first one shore then the other, giving in these bends vast bodies of marsh, which are covered only by stormtides, the average tide leaving them from one to three feet above. Cattle pasture until June, when the grasses become too rank and hard. They are burned over during winter.

With such treatment as marshes on the Delaware get, they would grow immense crops of corn and timothy. They would not need high embankments. I think this marsh land equal to any in the world. It could never be worn out. Our salt-water streams, such as Tred Avon, Miles, Wye, &c., have no marsh, but solid shores that afford desirable places for residences, with salt-water luxuries and the finest fruits at hand.

KENT COUNTY. The owners of marshes here have no knowledge of the mode of making them valuable. I have in mind at this time a tract of marsh that with \$10 per acre properly spent would be worth \$100 per acre. But there is more upland in this county than is cultivated properly, and, as a consequence, no inclination to reclaim marshes.

CECIL COUNTY. The only land banked from the tides in this district was some ten acres of a farm lying on the Sassafras river. On account of muskrats the owners gave it up and let the bank go down some eight or ten years ago. The farms in this section of Maryland (first district of Cecil county) average 300 acres, and those bordering on the rivers especially are cultivated by their owners, excepting several large farms, which contain from 600 to 1,200 acres. There is upland enough, and owners pay no attention to their marshes.

HARFORD COUNTY. There are perhaps fifteen thousand acres of tide marsh in the county. The general elevation above low water is 1 to 2½ feet. Common tides rise 3½ feet; storm tides 1 to 2 feet higher. The marshes are generally owned in large

tracts. They are chiefly alluvial, with clay or sand sub-soil, depth about 4 feet. The vegetation is cut-tails and coarse grasses; the latter grazed to some extent. The marshes of themselves are valueless; uplands worth from \$10 to \$25 per acre. No marshes have been reclaimed, and no attempts ever made to my knowledge.

CALVERT COUNTY. Calvert is a narrow county lying between the Patuxent river and Chesapeake bay, and has tide-water on both sides, with large marsh areas. None have been diked.

PRINCE GEORGE'S COUNTY. The marshes are formed in the bends of our rivers, and sometimes contain one thousand acres each. They are owned usually by those owning the lands bordering on them. They are covered by wild oats and other marsh grasses in summer, which fatten cattle very fast. When a farm adjacent to the marshes is sold, the marsh land is generally given in. No marshes have been reclaimed.

CHARLES COUNTY. The vegetation of the marshes is fine three-edged grass, bulrushes, sedge, &c., used for grazing. Sedge is used for covering out-houses, and some sold for bedding and use in street cars. Marshes are worth about \$3 per acre. None have been diked.

ST. MARY'S COUNTY. St. Mary's county occupies the point of the peninsula between the lower Potomac on the south and west and the Patuxent and Chesapeake bay on the north and east. Being nearly surrounded by tide-water, it contains large areas of marshes, all unimproved, and presenting no features of peculiar interest.

The larger marshes have usually a stream of fresh water running through them. They are covered with a coarse grass, which is valuable as pasture in early spring. I have tried peat as a fertilizer on high lands with good results.

Marshes covered with eight inches or a foot of earth from highlands manifest extraordinary fertility.

BALTIMORE A SOLID CITY.

ADVANTAGES IT OFFERS FOR INVESTMENT OF CAPITAL AND LABOR.

INCREASE IN ALL LINES OF TRADE AND COMMERCE—RAILROAD
AND SHIPPING FACILITIES—FINE CLIMATE, CHEAP HOMES
AND UNEXCELLED MARKETS—A MANUFACTURING
BOOM—SPARROW POINT AND CURTIS BAY.

Baltimore's geographical location is that of a great city. She is the nearest port of entry to the interior, is the market for the best and cheapest steam coal in the country, and the natural shape of her harbor is such that the handling of freight in trans-shipment is reduced to the absolute minimum. In the early days of the republic, before the canal and rail way had become the highways of traffic, Baltimore was the point where the trade of the interior found its seaboard outlet, and the produce of Pennsylvania, Ohio and Virginia rolled to its markets over the old turnpike roads. Her people were too enterprising not to perceive the necessity of providing improved facilities of transportation in order to stimulate the growth of the interior and expand the traffic of the port; and the Chesapeake and Ohio Canal enterprise was the first project for establishing a water route to the interior. The stupendous natural difficulties in the way of constructing a canal across the Appalachian chain prevented the accomplishment of the original plan, while, meanwhile, the Erie Canal, more fortunate in location, was built, raising New York from the position of the fifth State of the Union to the first, in point of wealth and population. It is an evidence of the indomitable energy and perseverance of the people of Maryland, that after fruitlessly

expending millions upon the canal, they began the construction of the first railway in the world—the Baltimore and Ohio—begun in 1828, two years before the first English railway—the Liverpool and Manchester—was opened. The objective point was still the same, as the name of the road signifies—to reach the Ohio river, and thus make an artificial connection between the great river system of the interior of the continent and the seaboard. Had the far-seeing promoters of the scheme been better able to command means, or had the natural difficulties in the way been less formidable, the development of the West would have been controlled in favor of Baltimore. The early railway lines projected in Ohio converged towards the East, in order to meet the Baltimore and Ohio Road pushing its way from the East; but while that road was struggling to cross the mountains, New York was pushing out railway lines, and having a natural route laid out for it by the valley of the Hudson, up to the shores of the chain of the great lakes, it was enabled to reach the West in the North in advance of the Baltimore and Ohio, although its route was the direct one. The local lines of railway that sprang up as feeders, of course, converged towards the North, and the movements of trade was established in these channels long before Baltimore could enter the field of competition. When the Baltimore and Ohio line to the West was completed, the effect upon the trade of this city was instantaneous, and steamship lines from the port to Europe were about to be established, when the war intervened, cutting off altogether the trade of the South, and the principal communication of the city with the West. All plans for further extension towards the South and West had to be abandoned until after the war, when the original design of extending to the South and West, their shortest lines of communication with the Atlantic, was taken up again and prosecuted with an unwavering purpose, whose splendid results are elsewhere given with fullness of detail.

The State of Maryland and the City of Baltimore have subscribed many millions of dollars in aid of these enterprises. To the Valley Road alone, which, before many years, will become the great trunk route to the Southwest, the City of Baltimore has subscribed one million dollars. While the railway system of the city has thus been extended towards the South and West, piers, docks and elevators have been built up around the harbor, in immediate connection with all the railway lines, forming a system of terminal facilities superior in convenience and economy to that of any port in the world. At the same time, numerous lines of steam transportation by bay, ocean and river, have been established between Baltimore and Southern ports, so that by rail and water Baltimore is the nearest and most convenient port for the South and West.

Situated in a climate of medium temperature, and, in general, free from extremes of heat and cold, with their attendant maladies, Baltimore is not perhaps surpassed by any city of the same population, for healthfulness, taking the average of years. Our brethren of more southern latitudes are enfeebled by continued heats, and those of the North are visited by protracted seasons of cold, whilst, situated between the two, we have just enough of either to counteract the ill effects of the other. To us, inflammatory diseases are comparatively of rare occurrence, and maladies of a bilious type appear in a modified form. In point of vegetable production, Maryland has long been celebrated, not so much for amount as variety. The soil, although in many parts not so fertile as that of other sections of the country, is kind, and returns largely the rewards of good husbandry. In horticulture particularly is this found to be the case, and it is believed that no portion of the American continent can boast so varied a supply of the more desirable descriptions of vegetables. Many years since, owing to the political troubles in St. Domingo, a great number of the French inhabitants were forced to fly for their lives.

and in seeking a refuge fixed upon Baltimore as their place of future residence. These refugees were for the most part persons who had possessed large fortunes, and had been educated in the best manner. Bringing with them a knowledge of the culture of numerous vegetables indigenous to the West Indies, they also had the intelligence to adapt the treatment of them to any variation of climate; and thus did we become possessed of many articles of subsistence to which we had previously been in a great degree strangers. The tomato, egg plant, celery, salsafy and other vegetables were then introduced to our markets, and have continued ever since to add to the excellence of our tables, whilst the improved mode of cultivation tended to promote an increase of other plants as well in quantity as in quality. New York and Boston may boast of the excellence of their markets, and Philadelphia of the fine quality of her butcher's meats, but to none of them will Baltimore yield in the excellence or variety of her horticultural products. From the causes above named, our city is always favored in point of vegetables, but within the last ten years, it is believed, is unprecedented within the recollection of our oldest inhabitants, for the richness of its vegetation. On entering one of our markets in the vegetable season early in the morning the scene that meets the eye is most gratifying. There are seen the glowing tints of the tomato, the full development of the cauliflower, and the dark purple roundness of the egg plant, while the commoner vegetables are strewn around in the richest profusion. Nor is this all; the stalls are filled with excellent animal food of all descriptions, whilst the supplies of fine fish, soft and hard crabs, &c., are unusually abundant. As if to crown the whole, the quality and quantity of fruits, such as peaches, pears, apples, watermelons, canteleups, and the various kinds of berries in succession, have been most excellent, and at such prices as to enable persons of the most moderate pecuniary means to command them. Are not these then just causes of gratitude

to the great Giver of all good, who, with a beneficent hand, has emptied, as it were, the horn of plenty into the lap of our community? With such mercies, does it not become us to feel thankful, and lift our hearts to the Being who, whilst others of his creatures are permitted to suffer from the gripings of want, supplies our stores with plenty, and drives hunger far from our dwellings?

The population of Baltimore, including the Belt, is about 500,000, and is rapidly increasing. Yet, rents are low compared with those of other cities, food is cheap and in great variety, and business is conducted under healthful conditions. Our domestic and foreign trades aggregate \$270,000,000, and our facilities for transportation by water and rail are unsurpassed. The city's connection with the South gives it exceptional advantages for handling the products of that section, and its position at the head of the Chesapeake makes it the natural shipping point for the traffic of the great West. As a distributive market Baltimore has attained eminence by reason of the enterprise of its merchants, and its excellent railroad communications. Its dry goods, shoes, lumber, hardware, canned goods, leather, groceries, tobacco, machinery, sugars, coffee, fertilizers and furniture and pianos go to all parts of the Union. Our manufactured products, which amounted in 1887 to \$135,000,000 in value, are increasing yearly in volume and variety. Our taxes, withal, are not excessive, and the exemption enjoyed by manufacturing plant lessens, appreciably, the burden borne by our industries. Six railroads centre here, two of which have admirable terminal facilities for the handling of grain and other freight destined for export. Our facilities for receiving and caring for immigrants has already made this port a serious competitor of New York for this branch of business. Our shipping interests are accordingly flourishing, and we have a number of trans-atlantic lines that connect us with European ports. We lack still the ships required to give us our proper share in

the South Atlantic coast trade, but the enterprise of our merchants will perhaps give us these in time. Not the least of our industries, it may be added, is the shipbuilding industry, which prospers on account of the low cost of building here.

A GOOD PLACE TO LIVE.

CLIMATE OF BALTIMORE AND ITS SOCIAL AND INTELLECTUAL ADVANTAGES.

As a place of residence Baltimore is equaled by but few cities in this country and surpassed by none. Lying midway between the North and South, its climate has all the advantages of New York or Massachusetts, of Georgia or Mississippi, without sharing in the extremes of temperature to which those sections are subject. In winter and in summer the weather is tempered by the convenient proximity of the Atlantic ocean, and the city is protected by a long stretch of country and by two ranges of mountains, from the disastrous effects of cyclones or blizzards, which periodically visit the Northwest and middle West. Temperature has as much to do with the growth of a city as any other one cause. The normal man will seek, as a rule, the climate best suited to the best enjoyment of health, and of all mental and physical faculties. The first English comers to this country settled by chance in a section having a climate similar to that of Maryland, and successive immigrants have by natural selection followed that example. This was the cause of the greater part of the population of the colonies lying towards Maryland and Virginia, and why these sections became the great storehouse for New England. The moderately temperate climate is best adapted to people of English descent, and the general tendency of the man American born is to drift gradually towards the South, and away from regions of fogs, mists, snow blockades and temperatures below zéro.

The average temperature of Baltimore during the past ten years has been 55.7 degrees, the lowest mean temperature in

that time having been 53.5 in 1886, and the highest mean 57.1 in 1881. The mean temperature in 1886 was 54.6. In 1870 the aggregate population of the United States was to be found in sections where the mean annual temperature was from 50 to 55 degrees, and this was the exact case in 1880, after ten years, during which 2,944,695 immigrants had reached this country and had settled largely in States lying north of the latitude of Baltimore, especially in the Northwest, which in itself, without counteracting forces, would have exerted some influence in directing the centre of population towards a lower temperature. But such was not the case, for other foreigners and natives had followed the natural trend of the country between the Atlantic ocean and the Appalachian system of mountains, and have found their way westward through the gaps in the mountains which are situated within one hundred miles north or south of the latitude of Baltimore, and through one of which the Baltimore and Ohio, supplanting the old National turnpike in 1853, was the first railroad to reach the Ohio river. In 1790 the centre of population was twenty-three miles east of Baltimore, which is in north latitude 39 degrees 17 minutes. That was the most northern point recorded which the centre reached, and it is a fact worthy of note that while the centre has in the last century moved nearly five hundred miles westward, its extreme variation in latitude has not been over twenty-five miles, but it has followed the thirty-ninth parallel of latitude with a general southern tendency, which, no doubt, will increase as settlers in the Northwest, finding the climate uncongenial, will move towards the South. These facts not only prove the natural advantages of Baltimore as a place for residence, but also demonstrate that, by its location and its railroad connections, it must control the trade of the great South and Southwest, which will continue to increase year by year.

The fourth annual report of the United States Commissioner of Labor is devoted to facts and statistics concerning working women in large cities. In reference to Baltimore the report says :

“The home condition of Baltimore’s working women is above the average. Rents are cheap, separate houses the rule, sanitary arrangements good, and tenement-houses rare, as compared with other cities; markets are excellent and the cost of living low.”

In proportion to its population, Baltimore possesses as many aids for working girls as any city in the United States. Allusion is made at some length to the work of the Young Women’s Christian Association, and also to various Protestant and Catholic institutions designed to facilitate the providing of homes and home comforts and attractions for working women. A table giving the average weekly earnings of working women in some twenty cities places the figures for Baltimore at \$4.18. Only two other cities have lower figures than Baltimore—Atlanta \$4.05, and Richmond \$3.93.

With such climatic advantages, which are shown moreover in the fact that the death rate in Baltimore last year was lower than any other city in the world, and with the best markets in the world to satisfy man’s physical wants, Baltimore possesses other characteristics conducive to his comfort. Situated in a gently rolling country, rising towards the west, the city has every opportunity of extending itself in all directions except where it is confined by the river. Already large towns have sprung up within two or three miles of the present limits, and they, with a thickly-settled country, will eventually be added to the city, and there will be room for further development. Building materials are at hand and house rents are low—extremely low when compared with those of other metropolitan cities. The stranger coming here will find organizations of merchants, business men or private individuals

awake to their city's interest, conservative in their methods, conducting their affairs on a safe basis, and prepared to welcome gladly any one who is disposed to unite with them for mutual, individual and general good, and in his undertakings he will have the protection of one of the best city governments in the world.

Within 45 minutes' ride of Washington, at present the political, and destined to be in the future the social and intellectual centre of the country, Baltimoreans have at their own doors all that constitutes culture and pleasure. A university young in years, but old in appropriated experience and in the work it has done for science and literature, has a personnel of students and professors cosmopolitan in character, which has earned the attention it has attracted and the praise it has received. A law school, medical, pharmaceutical and dental colleges attract students from all over the country, and a well regulated system of public primary, grammar and high schools, numerous private and parochial schools of a high standard provide a liberal education for all classes in the community. The Pratt Free Library, with its four branches, the Peabody, Mercantile, Maryland, Historical, bar and special libraries, meet the demands of the public for literary culture, while theatres, social organizations, and the intercourse of private life, which possess pleasant features peculiar to Baltimore, help to make life easy. And a Young Men's Christian Association, with a large membership and with a flourishing railroad branch, churches of nearly every denomination and several philanthropic societies, meet the needs of persons of more quiet tastes. The city, with all these attractions, will have a steady growth, and those who would enjoy to the full its advantages will be those who grow up with it.

BALTIMORE MARKETS.

CITIZENS HAVE CHEAP HOMES AND SUBSTANTIAL SUPPLIES
OF LUXURIES.

The quality and quantity of the great variety of food displayed in the Baltimore markets, and the moderate prices charged for the very best articles, never fail to strike a stranger with wonder and admiration. Foreigners especially are impressed with the goodness and cheapness of the Baltimore markets. Englishmen are struck with the profusion of fruits in rich variety, though they seem to expect Maryland to show, in accord with her reputation abroad, the finest peaches in the world. Those who in proper season see the steamboats bringing in the crops of peaches, the fleets of pungies bearing the luscious watermelons and cantaloups of Anne Arundel to Baltimore, and the uncommon tide of strawberries and other small fruits, are convinced that they are in the land of greatest plenty. The impression at another season, when the millions of bushels of oysters are arriving, and the vast quantities of fish and game are coming in, is not less marked. The canning houses at these two seasons, with their uninterrupted clatter and bustle, tell the stranger of the prolificness of this country. Prices, as a rule, are proportioned to the supply, but always much below the cost of similar articles elsewhere. It is for this last reason that the canning factories are located here, and that Baltimore's canning interests are so great. The goods are largely canned for those sections where oysters, crabs, peaches, strawberries and such Baltimore luxuries are unknown in their natural state, and must ever be obtained from Baltimore because of her special advantages. The cheapness of house rents in Baltimore, when compared with other cities, is remarkable. This holds good with houses of all grades in all parts of the city. The most expensive houses in Baltimore rent for about one-half the prices charged in neighboring cities. Rows of neat and com-

fortable dwellings of six rooms, with hot and cold water, on nice streets, may be rented at \$10 per month. Houses on good wide streets, in good localities, with back alleys for ingress and egress of rough articles, fuel, &c., with good yards and modern conveniences, may be had for \$12 per month. Fine dwellings, with baths and every convenience, thirteen rooms, 19½ feet front and lots 136 feet deep, may be had for \$18 per month. Some houses of grand proportions, with yard in rear and front, and everything in proportion, rent as low as \$40 per month. The leader of a New York orchestra moved to Baltimore with his family. In New York he had lived in a flat, for which he paid \$60 per month. In Baltimore he rented a large house for \$30 per month—so large that his wife found it difficult to keep it warm, even by consuming large quantities of coal. She complained of the house being too large, and was staggered when told the price. Later he rented all the house he wanted, with full conveniences, for \$18 per month. Most of those who live in tenement-houses in Baltimore are Poles, and they have the fine old residences in the southeastern parts of the city, on Thames, Fell and other old streets, which at one time formed the aristocratic heart of Baltimore. The Russian Hebrews find Baltimore an inexpensive home. They have a colony on Pratt street, from Central avenue to Jones' Falls, and on the adjacent cross streets. They have numerous stores, where peddlers get their outfits before traveling through the country. The Bohemian colonies in northeast Baltimore, an industrious and frugal class, can testify to economy of living here. These Poles and Bohemians have three large Catholic churches. On moderate incomes they live well, and are making good progress in life. The wealthy, in addition to many other advantages, enjoy in Baltimore more for their money, from all sources, from places of amusement down to their livery-stable, than in any other city.

THE STUDY OF A MAP.

BALTIMORE'S RELATION TO THE COUNTRY SHOWN TO THE BEST
ADVANTAGE.

At first glance a map of the United States, or a portion of it, is not particularly interesting. But when are studied the direction in which the rivers run, the trend of the mountain ranges, the parallel, intersecting or diverging lines of railroads, and the mighty influence these agencies have exerted on the settlement of the country, and the migration of the people southward or westward, a map furnishes most entertaining food for thought. Take, for instance, any good railroad map, which for convenience, only embraces the portion of the United States south of the great lakes and east of the Mississippi. It will show clearly Baltimore's existing relations with those portions of the country which by nature should find an outlet to the rest of the world through this city, demonstrate what has been done to supplement nature with the agencies born of modern inventions, and at the same time call the attention of the wide-awake enterprising merchants and capitalists of the city, and of those at a distance, to the rich harvest awaiting them, would they only put forth their hands and gather it.

Baltimore, by its situation, by its natural harbor facilities, and by its excellent railroad connections, should be the great entrepot of the United States, and its advantages already possessed will be increased to a great degree when the great ship canal piercing the peninsula shall shorten the distance to European ports by three or four hundred miles. The well-earned reputation of the city for building fast-sailing vessels, though fallen into abeyance for some years, is rapidly being regained, and the present generation will see, no doubt, in all quarters of the globe worthy successors to the old clippers that half a century ago proclaimed Baltimore's fame to the

world, and were important factors in the development of this country. Trade with South America, which must increase with years, can be easily cultivated and increased power in the distribution of native products among European nations, which are looking to America as their great storehouse, can readily be acquired.

Baltimore stands with its face to the South, and with one hand prepared to gather the products of nearly half of the United States and to send them forward to other nations, and in return with the left hand to bestow the peculiar products of the soil of Maryland and her sister States upon those States whose climate will not allow the growth of such luxuries. One iron finger runs almost due north through the rich farming lands of Central Pennsylvania and Southwestern New York until it touches the great lakes with their ships loaded with grain. Another stretches out to manufacturing Pittsburg, 328 miles distant, the coal, iron and other mineral lands of Southwestern Pennsylvania, Western Maryland, West Virginia and Ohio, and away out to Chicago, 830 miles, the central point for the grain, hay and other farm products of the great Northwest and the flour of St. Paul and Minneapolis, 1,296 miles from the seaboard. The third finger beckons to the stock-raisers of Kentucky and Tennessee, the active men of St. Louis, 931 miles to the west, and of Kansas City, 1,213 miles away, and bids them to turn towards Baltimore the rapidly-increasing shipments of cattle and cereals from the empire of the Southwest.

The index finger very appropriately follows the lines of the Appalachian system of mountains, which, ranging from the southwest to the northeast, give an outlet to Baltimore by the natural rift at Harper's Ferry, whose immense water-power, gradually being utilized, must bear tribute to this city. Down through the beautiful, fertile and well-watered Shenandoah Valley of Virginia the finger points, gathering in the

profits from the farm lands of the valley proper, the wood and minerals of the mountain slopes, the coal and iron of the Southwestern Virginia and Southern West Virginia hills and the cattle of their plains, piercing the pine and hardwood regions of Western North Carolina, and South Carolina, East Kentucky and Tennessee, and finally touching the flourishing manufacturing and industrial centres of the new South, Birmingham, Anniston, Ensley and other towns and cities of Alabama, which have grown rapidly with the development of their natural resources. The broad thumb covers a fertile section embracing Richmond, Norfolk, Atlanta, Savannah and Charleston, and some of the finest trucking country on the Atlantic slope, extending from Norfolk to Florida with its orange groves.

Baltimore is determined to let its right hand know what its left hand doeth. One finger of the left hand points to the outside world, and the rest of the hand is busy gathering the peaches of the Eastern Shore, Western and Southern Maryland, the oysters, water-fowl and terrapin of the Chesapeake and the small fruits of many sections of the State, and in distributing them either fresh or canned, by expresses or fast freights to parts of the country where they are luxuries. Facilities for gathering these harvests are good, and with the completion of the new railroad bisecting the Eastern Shore, the road passing through the bay counties of the Western Shore, and the road but lately talked of to run through the rich counties of Howard and Montgomery, and later, perhaps, on through the grazing lands of West Virginia, the production of Maryland's specialties will be increased with the accommodations for transporting them to a steady market.

The West and the South are growing, and Baltimore has the opportunity of controlling the trade between the two sections and of the two sections with the world. The last twenty years have been marked by rapid strides in the South,

due to native enterprise and resources, capital from other sections and improved methods of communication. In many States the plantation system has gradually yielded to intensive farming; and while the cultivation of the staples, cotton, tobacco and grain, has progressed, many large holdings have been divided into small farms devoted to the raising of small fruits, vegetables, grazing of cattle and trucking. It is not necessary to go into details about the coal and iron fields of the different States; the great varieties of woods, with their products of bark for tanning, rosin, pitch and turpentine, the cotton-seed industry, the cultivation of rice, sugar-cane, broom-corn and jute; the bee culture and silk culture, with all the milling and other manufacturing interests connected with them. Railroads are penetrating all parts, having nearly doubled their mileage in less than ten years, and this vast web of iron Baltimore controls with its fingers, the railroads.

TERMINAL FACILITIES.

RAILROADS LINK THE CITY WITH ALL OTHER IMPORTANT CITIES
OF THE COUNTRY.

The railroad facilities of Baltimore are sufficient for all business purposes. There are running into the city five separate broad-gauge railroads and one narrow-gauge road. The Baltimore and Ohio reaches in one direction to Philadelphia, and by its connections to New York, and on the other hand enters the great West, Southwest and Northwest. The territory it covers is a most productive one, and includes the States of Delaware, Maryland, West Virginia, Ohio, Indiana, Illinois and Pennsylvania, with direct lines to and through such large cities as Philadelphia, Wilmington, Washington, Pittsburg, Wheeling, Cincinnati, Cleveland, Chicago, St. Louis, and by connections with others of almost as great importance. Its depot is easy of access and commodious, and the facilities at Locust Point unequalled by those of any other road in any

other city. At this place there are accommodations by which freight can be transferred from ocean steamers direct to cars for shipment to other points, and vice versa. The three elevators at the point have accommodations for 3,800,000 bushels of grain. Besides this, the Baltimore and Ohio has a smaller elevator at its Camden Station for 400,000 bushels, making a total capacity of 4,200,000 bushels.

Next in importance comes the Northern Central, the main connecting line between Baltimore and the Pennsylvania Railroad system, as well as a direct road to the northern boundary between the United States and Canada. Associated with the Northern Central are two other branches of the Pennsylvania system, the Baltimore and Potomac to Washington and the Philadelphia, Wilmington and Baltimore to Philadelphia and the North and East. Over the Pennsylvania system every part of the country, from the East to the West and from the North to the South, can be reached. The company has two elevators on the Canton side of the river. They have a capacity of 1,250,000 bushels of grain. The company has also on that side of the river extensive wharf property and great facilities for handling and shipping ocean freight, and numerous freight sheds to the centre of the city. The Western Maryland Railroad is essentially a Baltimore institution, having been nurtured by the city almost since infancy. It runs through Baltimore, Carroll, Frederick and Washington counties and covers a section rich in production. The road touches most of the large places in the section through which it passes, notably Westminster, Frederick, Hagerstown, Williamsport, etc., and has connections with the Shenandoah Valley and Baltimore and Ohio Railroads, and further on with the East Tennessee, Virginia and Georgia Railroad, making a direct line from Baltimore to Memphis, Tenn., through a rich and growing country. The Maryland Central is the narrow-gauge railroad, built originally for the local traffic between Baltimore and Harford counties and the

lower portions of Pennsylvania, but which with good management may some day develop into greater things. At present it fills a long-felt want for quick communication between Baltimore and the territory it covers. Taken altogether, Baltimore has terminal facilities equal to those of any large city on the seaboard, and railroads stretching direct or by connection to all quarters of the State and of the country, and several others contemplated or in course of construction. The terminal charges are light, and with differentials in favor of Baltimore this city should prove a most inviting field for manufacturers and merchants. A feature of the many railroads leading out of Baltimore is the incentive they give for suburban residences. All of them pass through a delightful country adjacent to the city, which is rapidly being settled by those who have the means to enjoy the pleasures of the country and the benefits of city life.

The Pope's Creek Branch of the Baltimore and Potomac Railroad extends down through Prince George's and Charles counties. It has also a connecting line, the Southern Maryland, running into St. Mary's county. Among the proposed railroads may be mentioned the Drum Point, running into Calvert county and through intermediate territory, the Baltimore and Eastern Shore Railroad and Ellicott City extension of the Catonsville Short Line, the Belt Railroad connecting the Baltimore and Ohio at Camden Station in Baltimore, with the Maryland Central at the city boundary, and thence on to Philadelphia and New York, and the Western Maryland Railroad extension through the heart of the city by an elevated road over Jones' Falls to the old President street depot, and thence on to tide water and Steelton.

OUR SHIPPING INTERESTS.

THE EXTENSIVE BUSINESS OF STEAMSHIP, STEAMBOAT AND
SAIL LINES.

To those who are honestly solicitous to see Baltimore take the place which rightfully belongs to it as one of the first commercial ports on the Atlantic seaboard, it must be gratifying to note the steady, healthy growth of its regular steamship lines to the leading European ports. The traffic between all countries is gradually but surely centering into regular lines of steamships. It rests with its own importers to assist in building up these lines by bringing their importations direct to their own port. By doing this they are advancing the interests of their own city, the prosperity of which will reflect upon themselves.

The customs authorities here are alive to the necessity of giving dispatch both to the business of importers and the steamship lines, and every lawful accommodation is readily granted to both. It is safe to say that business is more promptly dispatched in the Baltimore custom-house than in that of any other seaport in this country. Our merchants not strictly engaged in the shipping business will be surprised from facts given at the wonderful growth of the port of Baltimore in the matter of export and import of general merchandise. A review of the different lines of regular steamships from this port will give an idea of the business transacted with foreign ports.

THE JOHNSTON STEAMSHIP LINE.

Notable among the regular carriers is the Johnston Line, running between Baltimore and Liverpool. Patterson, Ramsey & Co., O'Donnell Building, Gay and Lombard streets, are the Baltimore agents. Rather more than ten years ago the steamers of this line began their regular trips. At that time

the existing trade did not justify the running of steamers of very large capacity. To-day this line embraces steamers of the capacity of 7,000 cubic tons. The vessels are the Baltimore, Barrowmore, Mentimore, Nessmore, Oranmore, Thanemore and several others. At first the import business was comparatively small, but by pushing for it not only among Baltimore importers, but in the Western cities, the traffic by this line was largely increased. The imports consist chiefly of English chemicals, earthenware, tin-plates, bulk and bag salt, hardware, iron, steel, wines, ales, dry goods, etc. Importers in the West are daily becoming impressed with the advantages of this route in the prompt and careful handling of their property. These steamers discharge at the piers of the B. and O. R. R., at Locust Point, where goods for Western cities are transferred under cover direct from the steamers into the railroad cars. So that, from the time of shipment at Liverpool until the property reaches destination in the West, there is but one handling.

The export trade by this line has developed to a large extent, and as the steamers are such large carriers, the amount of freight handled in the year is enormous. The cargoes they take away are principally composed of grain, flour, provisions, cotton, tobacco, lumber, logs, canned goods, &c., and cattle. The record of this line for the safe carriage of live stock across the Atlantic is second to none. The cattle are carried, winter and summer, on and under deck, in numbers varying from 200 to 700 head per steamer, and it is the exception for any to be lost. Many very large and valuable importations of breeding stock have been brought here for local and Western cattle breeders, and not only landed safely, but in first-class condition.

STORAGE AND LIGHTERAGE COMPANY.

The Baltimore Storage and Lighterage Company, one of the best organized and well-equipped concerns in the trans-

atlantic trade, is at present handling enormous quantities of flour, tobacco, oilcake, cattle, &c., from Baltimore to the United Kingdom and continental ports. This company began operations in the latter part of the year 1884. They immediately sent representatives to England to confer with the English shipowners and brokers in regard to establishing regular and permanent business between Baltimore and England; at the same time their representatives gave full information as to the facilities and desirability of running ships to this port, and also information as to the character of cargo and possible rates of freight. This company, by their systematic management, have steadily increased since that time. In 1885 they loaded 47 steamers with general cargo—22 to London, 17 to Glasgow, 4 to Bristol Channel and 4 to Liverpool. In 1886 they loaded 75 steamers, a gain of almost 100 per cent.—38 to London, 17 to Glasgow, 10 to Bristol Channel, 5 to Belfast, 3 to Amsterdam and Rotterdam, and 2 to Havre. In 1887 another gain was pronounced in the business, 111 ships having been loaded to the following ports:—47 to London, 23 to Glasgow, 15 to Bristol Channel, 14 to Belfast, 11 to Amsterdam and Rotterdam, 1 to Havre and 1 to Hull. At the present time they load over 100 steamers to the ports named. These steamers carried all classes of merchandise, and were loaded from the Canton piers, Baltimore.

In 1885 the above-named company made strenuous efforts to secure inward cargo, and at that time established their lines from London via Swansea, bringing large quantities of tin to Baltimore. This has been carried most successfully, and the steamers have earned their well-deserved reputation for making their runs regularly and landing their cargoes in good shape.

In 1886, after carefully going over their operations in 1885, the company determined to build and own its own steamers. They contracted for in 1886 the steamship Maryland, which

steamer was delivered to them early in 1887. In the same year they also contracted for the steamship Minnesota, and also during the same year, seeing the marvelous growth of their business, they determined to establish a London office, with their own force, and do away with foreign agents, thereby placing all the business in their own hands, where it could have more careful attention. They bought out the firm of Hooper, Murrell and Williams and their two steamships, Swansea and Surrey, and also contracted in the same year for the steamship Montana.

The company at the beginning of the year 1888, were the owners of five steamships of the most modern construction and rating 100 A1 in British Lloyds, consisting of the Maryland, 4,250 tons D. W., Capt. Luckhurst; Maine, 4,150 tons D. W., Capt. Murrell; Montana, 4,250 tons D. W., Capt. Williams; Michigan, 3,500 tons D. W., Capt. Griffiths; Minnesota, 5,000 tons D. W., Capt. Blacklin. Since 1888, several additions have been made to their fleet of fine vessels. The company have their head offices at 409 Second street, Baltimore, and branch offices in Chicago, 236 LaSalle street.

The London office is under the management of Messrs. Williams, Torrey & Field, 108 Benchurch street, Mr. Williams being formerly of the firm of Hooper, Murrell & Williams, and a man with long experience in the North Atlantic trade. These steamers are all owned exclusively by Baltimore people and Baltimore capital invested in the company.

They also operate and manage between this port and Glasgow and Belfast, the steamers Lord O'Neil, Lord Lansdowne, Lord Charlemont, Horn Head, Bengore Head, Teelin Head, and several others. These steamers are owned by Messrs. Dixon & Sons and Messrs. Heyn, of Belfast, who represent the Baltimore Storage and Lighterage Company's interests in Glasgow and Belfast, and all rank A1 at Lloyd's.

A Bristol line is now being established for regular sailings. Heretofore this line has been covered by chartered steamers, but on account of large quantities of freight being offered and the business assuming larger proportions than they had at first anticipated, the company are now making arrangements to have regular boats and regular sailings, same as to the other ports. This company has been most successful in their cattle carrying, having landed the cattle in good condition, and they are much liked by the shippers of live stock. Thus we see that the above-named firm have opened up a large amount of new business to this port, and it has been a class of trade that has not interfered or conflicted with business already established. The firm deserve the hearty co-operation and support of our shippers in an enterprise which has been so successfully managed in the past three years.

THE ROTTERDAM LINE.

Up to seven or eight years ago the sailings from this port for Rotterdam were confined exclusively to sailing vessels, these being berthed when there was a sufficient quantity of tobacco offering, which, with bark and staves, composed about the only exports for that port. At that time Messrs. Dresel, Rauschenberg & Co. conceived the idea that it might be possible to utilize steamers for this trade, and made an attempt, with such success that it was followed by other steam sailings. From this beginning grew the Neptune Line, which has now been running regularly for some two years. These steamers are owned by the Neptune Steam Navigation Company, of Sunderland, England, and the boats at present running are the Lero, Albano, Urbino and others. Two other steamers are now building for the line. The principal articles carried are grain, flour, lard, tallow, oleomargarine, leaf and manufactured tobacco, cotton, starch, bark, staves, wood, &c. Much of this goes to cities on the Rhine and other places in Southern Ger-

many, Rotterdam being geographically the most advantageous place of import for these points. As to grain shipped by this line, Mannheim is the great distributing centre for Southern Germany and Switzerland. The bulk of general cargo, besides tobacco, comes from Chicago, Minneapolis and other places in the West, all carried on through bills of lading to points of destination.

FURNESS LINE.

This line, which has its office at 11 South Gay street, has been doing business here for over three years, and in that time has started and maintained service between Antwerp, Havre, London and Glasgow. The Antwerp service is a direct one, steamers loading back to Baltimore via Boston. At present the imports are small, and consist of iron, Apollinaris water, toys, etc., much of which goes to the interior. It is expected the imports will largely increase as the line becomes known to the Baltimore importers. The Havre service has been started since the early part of November, 1887, and full cargoes have been readily obtained to that port, consisting largely of cotton, provisions and dried apples. Imports consist of wines and haricot beans, toys, &c. The imports from Glasgow at present consist largely of potatoes and iron. Several of the steamers of this line have brought over some valuable shipments of horses for breeding purposes. Full cargoes of flour and grain are sent back. This service is a direct one between the two ports, and shippers have thus special facilities of importing by this line.

AS A PASSENGER ENTREPOT.

Baltimore, by its favorable position, her geographical advantages, and the energy of the B. & O. R. R. and the managers of its steamship lines, has succeeded in getting a lion's share

of the foreign immigration travel. Baltimore always has been a favorite landing place for immigrants, particularly for those coming from Germany. There was a time when more ships and more passengers from Bremen entered at Baltimore than at New York; for instance, during the year 1839 the following numbers came from Bremen to the United States:

To Baltimore.....in 47 vessels.....	5,967 passengers.
To New York.....in 38 vessels.....	3,646 passengers.
To New Orleans.....in 15 vessels.....	1,957 passengers.
To Philadelphia.....in 9 vessels.....	574 passengers.
To Charleston.....in 4 vessels.....	149 passengers.
To Richmond.....in 1 vessel.....	123 passengers.

During the last score of years immigration to Southern ports has ceased almost entirely, while it has enormously increased to Baltimore and to the other large ports on the North Atlantic. Baltimore has sustained its reputation as a good port of landing, where there is quick dispatch, low transfer charges, cheap transportation to all parts of the States, and perfect security for immigrants against imposition. The arrivals at Baltimore were, during the last nine years:

1881.....	47,348
1882.....	37,135
1883.....	36,406
1884.....	31,437
1885.....	8,455
1886.....	23,491
1887.....	40,791
1888.....	31,440
1889.....	28,908

All these passengers are brought by three well-known lines—the Allan and Dominion Lines from Liverpool, Queenstown and Derry, and the North German Lloyd Line from Bremen. Nearly all immigration at Baltimore is for direct consignment to the West. The mode of examination and landing of

passengers is similar to that in New York, except that there is no Castle Garden at Baltimore; the immigrants need not to be transferred from the steamship piers to a distant wharf; the landing and examination take place on the spacious immigrant docks of the B. and O. R. R. Co., where the newcomers also can buy their railway tickets, provisions, etc., exchange their money and make all necessary arrangements for the journey to their future homes.

The money exchange, railroad ticket and baggage offices, the provision stands, etc., are under direct supervision of the Maryland State Board of Immigration, as well as the Baltimore and Ohio Railroad steamship agents, by whom all prices and charges are fixed. Those having the privilege of entering the docks are constantly under control. No outsider is permitted to be on the piers while immigrants are landed and dispatched, and the latter are absolutely safe from coming in contact with disreputable characters, boarding-house runners, etc. It being the interest of the railway and steamship companies that immigrants should be well satisfied, they keep the strictest watch over all surroundings, and no case of swindling has ever been known to occur on the docks.

COASTWISE LINES.

Coastwise, the Merchants' and Miners' Transportation Company, with its fleet of fast steamships, takes in the water business to Boston and Providence, including Norfolk, West Point and Newport News, according to the exigencies of the demand. Their line to Savannah is one of the most prosperous on the coast. The early realization of the projected line to Charleston will open up a broader field, and will only be the beginning of a scheme that is capable of great development. The numerous bay lines need no description to show how successfully they conduct the business of their patrons. They fill every want, and are the very best in any inland

waters of the country. A West India line is projected, and may be realized at an early day. Independent of steam the lines of sailing packets that were established by the late Emerson Rokes to Jacksonville, Fla., opened a market in that thriving place for Baltimore merchandise. Mr. J. S. Hoskins keeps the line running with regularity with a fleet of schooners that often make steamer time in their runs. George W. Jones & Co., S. W. Marts & Co., Gray, Irelan & Co., also maintain lines of sailing vessels to Charleston, Savannah, Wilmington, and other Southern ports, which sail at almost regular intervals.

SHIPBUILDING IN BALTIMORE.

During 1889 ten vessels of different classes were launched in Baltimore, representing 4,679 tons, and valued at \$561,375. They were as follows: United States gunboat Petrel (steel,) iceboat Annapolis (iron,) Columbian Iron Works; barkentines White Wings and Good News, W. E. Woodall & Co.; side-wheel steamer Toehwogh, Wm. Skinner & Sons; four-masted schooner Vanlear Black, J. S. Beacham & Bro.; tug Bertha and barge, Thomas McCosker & Co.; schooners Kate Darlington and Ella, H. Brusstar & Bro. The year 1890 opens with 2 United States steel cruisers, 1 iron oil tank steamer, 1 iron revenue steamer, 1 four-masted and 2 three-masted schooners, 1 composite propeller and 1 side-wheel steamer, 1 tugboat and 1 barge under contract.

FOREIGN TRADE OF BALTIMORE.

YEAR.	IMPORTS.	EXPORTS.	TOTAL.
1875.....	\$28,996,564	\$26,675,906	\$55,672,470
1876.....	17,915,122	40,641,414	58,556,536
1877.....	22,821,229	40,101,033	62,922,262
1878.....	15,854,166	55,465,470	71,319,636
1879.....	15,334,924	68,618,636	83,953,560
1880.....	18,637,592	74,405,926	93,043,518
1881.....	16,278,946	55,779,461	72,058,407
1882.....	14,658,006	43,500,798	58,158,804
1883.....	12,308,392	50,085,814	62,394,206
1884.....	12,090,261	43,488,457	55,578,718
1885.....	11,193,695	34,748,264	45,941,959
1886.....	11,785,113	46,810,870	58,595,983
1887.....	13,055,880	49,545,970	62,601,850
1888.....	12,098,627	45,114,613	57,213,240
1889.....	15,435,375	61,131,509	76,566,884

COMMERCE OF BALTIMORE.

IMPORTS.	1889.	1888.
Pig Iron, tons.....	19,722	6,316
Iron Ore, tons.....	265,504	119,973
Tin Plate, boxes.....	1,249,055	1,250,560
Agricultural Salts, tons.....	26,608	25,152
Coffee, bags.....	306,848	200,679
Salt, sacks.....	83,271	165,270
Salt, bushels.....	123,030	37,371
Chemicals, packages.....	53,110	58,913
EXPORTS.	1889.	1888.
Wheat, bushels.....	4,534,379	4,161,129
Corn, ".....	16,662,663	4,419,977
Flour, bbls.....	397,879	2,417,874
Flour, sacks.....	2,336,817	.....
Cotton, bales.....	166,346	180,792
Tobacco, lbs., leaf, hhds.....	51,127	45,292,732
Petroleum, galls.....	8,632,495	7,224,751
Lard, lbs.....	35,249,939	20,335,791
Cattle, head.....	59,079	23,286
Coal, tons.....	37,425	40,702
Canned Goods, cases.....	406,298	156,738
Lumber, M feet.....	25,780	6,633

RECEIPTS OF GRAIN AND FLOUR.

	1889.	1888.
Flour, barrels.....	3,164,707	3,015,648
Wheat, bushels.....	6,865,241	7,004,443
Corn, bushels.....	18,187,613	6,943,839
Oats, bushels.....	1,941,670	2,110,028
Rye, bushels.....	243,218	200,363
Barley & Malt, bushels.....	578,819	446,751

TOBACCO WAREHOUSE RECEIPTS—HDS.

States.	1889.	1888.
Maryland.....	26,165	32,174
Ohio.....	6,494	6,476
Va. and Ky.....	169	48
Total.....	32,828	38,698

THE CITY AS A TRADE CENTRE.

ADVANTAGES OF BALTIMORE AS A POINT FOR THE DISTRIBUTION
OF GOODS.

The distributive trade and commerce of Baltimore consists of goods drawn to this city from manufacturers and original dealers, wheresoever located, including those of this city and State, and the products of agriculture from the West and South, and thence distributed throughout this country and foreign lands. While it is a commerce closely related to the industrial or manufacturing interests of the city, yet it is carried on by a different class of men; it is distinctive in itself, natural in its movement, and may be sub-divided into two classes—the internal or domestic trade, and the foreign or export trade, together aggregating \$270,000,000 annually.

These proportions have been reached by, and are due to, a combination of circumstances. The fact that the city occu-

pies an unusually favorable position for a varied traffic is the principal cause for its having attained the prominent rank of a distributive city of the first class. A glance at the map of the country will show that the coast trends in a north-easterly direction, carrying with it to a remote distance the ports as they appear upon its route, thus prolonging their lines of communication with the interior as compared with Baltimore.

The effect of this is to place the city in closer proximity by many miles than its Northern rivals to every grain and pork-producing section of the Union, while every bale of cotton and hogshead of tobacco, with the exception of what is grown in Connecticut in limited quantities, is produced in latitudes upon and below this, and pays the heavier tolls exacted in transit above the city as a consequence of increased mileage, to say nothing of the natural advantage of 300 miles proximity to the centre of sugar production over New York.

It was this principle of proximity and the stand taken by the people of Baltimore in demanding for their city, in consequence of the lesser distance, a lower rate, which induced the advisory commission, composed of Messrs. Thurman, Washburn and Cooley, in the year 1882, to establish differentials in favor of Baltimore over the cities of Philadelphia, New York and Boston.

Baltimore's growth as a distributive market is also due to the enterprise of its people in developing its natural geographical position, by creating avenues of transportation in establishing the means of facilitating the interchange of commodities in which they are able to deal, and to provide successfully from its own manufacturing resources, or from those it has acquired, the necessities of the districts from which it obtains its supplies. Dry goods, shoes, lumber, hardware, canned goods, leather, groceries, manufactured tobacco, machinery, clothing, raw sugars and coffee, and all the articles of import,

are shipped to every State in the Union, to Canada, Mexico and the West Indies, the South American States and to Europe, in exchange for coal, grain, provisions, leaf tobacco, iron, oil, cattle, lumber, raw sugars, coffee, steel, together with such other articles as are received from foreign markets.

The relationship existing between those who control the distributive commerce of Baltimore and her avenues of transportation is so intimate as to constitute a very close alliance, and this spirit of co-operation tends largely to promote the growth of the city and to advance the material prosperity of her transportation interests.

The feeders and outlets are thoroughly efficient, consisting of unbroken railway lines, a service unsurpassed in the world, connecting the city with the territory dependent upon and tributary to it. Its foreign steamship lines are of the best class, and reach all the larger European markets, while its coastwise and Chesapeake bay steamers have large capacity and are renowned for their elegance and speed. The East, the lakes, the Northwest, the valleys of the Mississippi and Ohio, the South and Southwest, beyond the Mississippi river, the Golden Gate, Texas and Mexico, and foreign ports, are all reached from Baltimore by an unequalled railway and steamship service. The terminal facilities of the port are unsurpassed on the American continent, and owners of foreign steamers have found that our port-charges and other expenses, especially for coal, are from \$1,800 to \$2,500 less than at other ports.

Houses in New York and Philadelphia, of equal size, rent for much more than is demanded here; water is abundant and cheap, taxes are reasonable, and one can live more comfortably in Baltimore on \$2,000 a year than is possible in New York on \$6,000. The city's interests are diversified, possessing as it does favorable surroundings for the manufacture and jobbing of goods of every description. Its location geographi-

cally, as compared with that of other cities, is unsurpassed; its ability to conduct transactions to a profitable conclusion, at less expense than is possible either in New York or Philadelphia, and its facilities for material, labor and transportation and the economies of every day life are not equaled by any city in the country.

These great advantages are reasons why it is difficult for rivals to absorb any of its distributive trade, and why Baltimore is to continue to be one of the leading and most prosperous distributive markets in the country. Its merchants are intelligent and progressive, and possess by inheritance the integrity of character requisite for the building up of a lasting trade. Indeed, there is no city in the country possessing more solid comforts and presenting more inducements to those desiring to enter this field of trade than the city of Baltimore.

MANUFACTURING INDUSTRIES.

ADVANTAGES OFFERED BY LARGE WATER POWER AND THE EXEMPTION OF PLANT.

The products of the industrial interests of Baltimore for the year 1889, upon a careful estimate, have been found to amount to about \$135,000,000 in value. During the last six years these industries have gradually increased in number, and yielded a fair return upon capital invested. Several of the older establishments have added largely to the number of hands employed, in one instance from 200 to 800, in another from 150 to 500, in still another from 50 to 400, as a consequence increasing the product manifold. During the same term, according to a census taken by the police force, 675 new manufacturing establishments have arisen here. These alone furnished employment to 10,727 operatives, and disbursed \$5,500,000 wages annually, which would represent a support to a population of from 35,000 to 50,000. An enumeration in detail, or an attempted estimate as to valuation of products,

whether of long standing or more recently established industries, would require more space than is allotted to the present article. It must suffice to mention only such as have attained to the greatest magnitude.

The value of the output for 1889, investigating the individual operations of each branch of the trade, in the following enumeration is found to be: Bell, brass, machinery, iron and steel, \$17,300,000; canning and fishing, \$16,500,000; clothing, \$13,200,000; drugs, chemicals and patent medicines, paints and oils, \$12,500,000; tin, copper and sheet iron, \$9,500,000; fertilizers, \$9,000,000; cotton manufacturers, \$7,600,000. Of these some may be specified as indicating, by comparison, the rapid strides made during the past ten or fifteen years, which have caused surprise by phenomenal development, viz: Lithography, engraving and fine printing, from \$750,000 to \$3,850,000; manufactured tobacco, \$3,100,000 to \$7,400,000; straw hats, \$370,000 to \$1,450,000; bell, brass, &c., \$1,200,000 to \$3,150,000; boots and shoes, \$1,350,000 to \$3,500,000; clothing, \$6,800,000 to \$13,200,000; machinery for the transmission of power, \$550,000 to \$3,500,000; confectionery, \$1,150,000 to \$2,000,000; paper bags, \$240,000 to \$1,300,000; bricks and tiles, \$630,000 to \$2,300,000; fertilizers, \$4,300,000 to \$9,000,000; milling, \$1,339,000 to \$4,000,000; stone and earthenware, \$260,000 to \$950,000; patent medicines, \$646,000 to \$2,500,000; underwear and overalls, \$1,050,000 to \$3,800,000; pottery, \$250,000 to \$950,000; pianos, \$534,000 to \$2,000,000.

When, however, the greater values which obtained ten years since are recalled in comparison with those of to-day, these differences appear much more striking. The foregoing results, which could be much further enumerated, can leave no doubt as to the future importance of this city as an industrial emporium. Thus it appears that the natural and legislative advantages afforded by this city are being recognized by

those who seek a field for the investment of capital in manufactures. Citizens have liberally invested in new enterprises, and have been foremost in promoting industries already established. More recently attention has been attracted from abroad, and a number of capitalists have been drawn hither who, with ample means and great energy, have undertaken works which are destined to change the aspect of the localities chosen for the site of their operations, and by creating communities of themselves add vastly to the material welfare of the city as a manufacturing centre. Some of these later accessions, though they have chosen locations without the city limits, will tend largely to increase the wealth of the city.

Among the advantages claimed by Baltimore for the exchange of the raw material for the manufactured article is the fact that it is at a point where the Susquehanna, white pine and hemlock, Virginia, Carolina, Georgia and Florida, yellow pine and cypress, the West Virginia hickory, ash, walnut and poplar, and the West Indian and Central American hard woods and veneering materials meet. In its near inexhaustible quarries of fine marble, and districts where the material is unfailling for the production of brick, which is availed of, and has given to the world the Baltimore brick, which has no equal.

Again, there is profit in proximity to the exhaustless coal fields of Maryland, Pennsylvania and West Virginia, and the facilities of transportation over the Baltimore and Ohio, Northern Central, and Western Maryland Railroads, and the Chesapeake and Ohio canal, which bring the article to the water's edge. Wood in abundance is supplied by vessels from the country bordering on the Chesapeake and its tributaries and the two Carolinas.

These conditions substantiate the fact that this is the most accessible and economical seaport for fuel in the United States.

The boundaries of the city include some tracts of unoccupied space, to be had by rental or purchase upon favorable terms, which are desirably located, whether by stream or river, on the margin of the basin or by the shore leading to the bay. Besides these, just beyond the corporate limits, the suburbs present great opportunities in streams capable of supplying ample power, only waiting to be utilized. In some cases ground free for a term of years is offered to those who would establish thereon manufactories.

The city government has wisely exempted from taxation all manufacturing plant within its jurisdiction, and as the necessary expenditures in this direction often absorb two-thirds of capital invested, this provision, so nearly amounting upon capital to total exemption, presents an inducement too enticing to be overlooked. With equal liberality, water for these purposes is levied for by the authorities at an almost nominal rate. Neither of these may be looked upon as spasmodic acts of legislation, nor can there be in the most remote probability of the latter being rescinded, inasmuch as the daily supply of 170,000,000 gallons of water leaves about 100,000,000 gallons available for manufacturing purposes.

The neighboring soil is rich in ores and materials in constant requisition in certain branches of manufacture, and facilities for the importation of steel, copper, iron, tin, chemicals and raw materials are not equaled by any port on the Atlantic coast. Iron, limestone, slate, chrome, iron-ore, steatite, mica, emery, kaoline, fire-brick clays, pottery clays, sand of superior quality for glass manufacture—all are found in the neighborhood, some of them of unrivaled excellence.

Surrounding conditions favorably affect labor, which is plentiful and at reasonable wages. It is a fact, and worthy of more than passing mention, that within the city limits there is a roof for every laborer, with opportunity for establishing, each one for himself, that which is worthy of being called a home.

Differing in this respect from many other cities, there is here no tenement system—the necessity not existing.

With its close proximity to the cotton, tobacco, grain and pork-producing sections of the country, and by means of its unequalled railway service to those points and to the Northern lakes, Baltimore, the most northern of Southern, and the most southern of Northern cities, is situated, viewing its inland and central position, as the most natural market for the working up of raw material, and the distribution of the same when manufactured and ready for consumption. Located at the head of the Mediterranean of America, as the Chesapeake bay has not unaptly been termed, with a harbor approached by a broad and deep channel, subject to no unusual ebb and flow of tide, at which are hourly arriving steamers that reach all the Atlantic ports, supplemented by numberless steamboats and sailing craft of every dimension and build that drain the shores of tributary rivers and inlets and the foreshore of fertile lands to the extent of two thousand or more miles, these conditions, in addition to the lines of rail from and to every point of the compass, are such as to justify the realization pledged to the new-comer of a hearty welcome and a fair field for operation, and for the manufacturing growth of the city the greatest possibilities.

CURTIS BAY'S GROWTH.

A NEW MANUFACTURING INDUSTRY WHICH PROMISES GREAT THINGS IN FUTURE.

For a number of years past, Curtis Bay was known only to Baltimoreans as a place where fish were plentiful, and where a safe harbor could be found in a squall. The land immediately around the bay and creek was not very productive, and was not cultivated like the high ground further back. Few

persons from the city, other than those out for a day's fishing, ever went there. Some time ago, however, the Baltimore and Ohio Railroad bought a large piece of ground fronting on the west side of the bay, and built an immense pier, with the intention, it is believed, of establishing coal oil and coal wharves there. The Curtis Bay Branch of the Baltimore and Ohio Railroad was built, and excursions were run there. Then the value of the water front and the ground in the vicinity became apparent. Vessels of the deepest draught and greatest tonnage can find plenty of room in the bay at even low tide, and the land being high and healthy makes the neighborhood desirable for residence.

The South Baltimore Harbor and Improvement Association, composed of Baltimore capitalists, with Mr. William S. Rayner as president, has absorbed the old Patapsco Company, and, with additional purchases, owns about 1,500 acres in all on the south side of the Patapsco, having a water front of about five miles, extending from the south end of the Long Bridge, at the foot of Light street, to Curtis Bay.

Some time ago the South Baltimore Car Works Company, a Baltimore concern, the officers of which are William Keyser, president; R. Brent Keyser, secretary and treasurer; Howard Carlton, superintendent and manager, and David L. Bartlett, William S. Rayner, Oliver A. Parker, Thomas Deford and Gen. Clinton P. Paine, directors, bought from the South Baltimore Harbor and Improvement Association an oblong piece of land, 20 acres in extent, at the terminus of the Curtis Bay Branch B. and O. R. R., and established there works for the building of railroad cars. Ground was broken on May 27, 1887, for the extensive buildings, and by January, 1888, the buildings were up, machinery in, and cars were ready for delivery. Since January 1, 1888, several thousand cars have been built and sent away to all parts of the country. At present about 300 men are employed at the works and they

cannot supply the demand for cars. The capacity is 6 to 10 cars per day. When the spring is fully opened the force will be doubled, and the capacity of the shops increased in proportion. Since January 1, 1890, sixty-two cars made by the South Baltimore Car Works have been delivered to the Atlantic Coast Line. The car works have received during the same time, an order for 200 box and 250 coal cars for the Baltimore and Ohio Southwestern Railroad, 250 drop bottom gondola cars for the West Virginia Central, and other orders from the Wilmington and Northern Railroad. The shops are all put together in the best manner, and are considered as complete as any in the country. The cars have been accepted with the greatest satisfaction by every road the company has had contracts with.

The works consist of eight large buildings principally of corrugated iron, standing on brick and granite foundations, and having slate roofs. They are arranged so that when work is commenced on a car the car goes from one building to another without any unnecessary handling, and when it is completed it has made but one trip through the yard, and has been in no building twice. The buildings are models of convenience. They are well lighted and heated, and have excellent sanitary arrangements.

The foundry is a large building, 202 by 82 feet. All the heavy ironwork is made here. To it is attached a two-story cupola room of brick, 34 by 46 feet, which is large enough to contain three large cupolas for melting iron. The machine and blacksmith shops are together, and built in the shape of an L. This building is 159 by 45 feet, and is fitted with the latest and most improved iron-working machinery. In the blacksmith shop are nine forges and a large heating furnace. The saw shop is 251 by 45 feet, and is of brick. In it is made all the woodwork for the cars, which is put together in the erecting shop, the largest building of all, measuring 351 by

82 feet, and with a capacity of forty cars. There are five tracks running through it, and room on each track for eight cars.

In addition to these is an engine and boiler-room of brick, 30 by 46 feet, fitted with an immense 150-horse-power Taylor engine, and a boiler of 140 horse-power. Another boiler of the same size and capacity will soon be added. A shaving vault of brick, 12 by 12 feet, and 22 feet high, is furnished with an Arlington & Sims dust separator. There is a two-story building of iron, with slate roof, 100 by 45, which is used for a truck-room, store-room and offices, and another building, 90 by 45, for a general store-room.

So far the shops are equipped only for the production of freight cars, but it is expected that in a short while setting up, cabinet, upholstery and paint shops will be added, and the best passenger cars made. In the yard are two and one-half miles of railroad tracks, which are so arranged as to have access to each shop for distributing material without the necessity of trucking from one point to another.

The water supply is very large, and as a protection against fire there are a number of large hydrants situated at convenient points, with long lines of hose near by. The hydrants are connected with a powerful pump, and in case of fire three streams can be put on any building in two minutes. The buildings and grounds were designed and laid out by the superintendent, Mr. Howard Carlton, formerly of the Trans-Ohio Division of the Baltimore and Ohio Railroad shops, and who superintended their construction. There has been such excellent management on the part of Mr. Carlton and the company that the entire concern, ground, buildings, tracks, etc., have not cost more than \$115,000.

Within the past few weeks ground has been purchased, contracts signed, and there is now in course of erection an

immense sugar refinery, capable of turning out from 600 to 800 barrels of refined sugar per day. It is an enterprise of Baltimore and Boston capitalists.

Since Curtis Bay has made such wonderful progress in manufactures and buildings, there has been a great boom in the little village of Brooklyn. Last year the Land Company spent \$75,000 in laying out streets near the works, paving and grading them, and in erecting blocks of neat three-story houses, which are occupied by the mechanics at the shops and other residents. There are several churches in the neighborhood and school-houses. The demand for the houses is great, and in the spring there will be 22 more put up. The Land Company are offering great inducements to manufacturers and others to settle here. The place is high and healthy, the shops being 44 feet and the residences 164 feet above tide-water. The Land Company is now negotiating for the settlement here of several large manufacturing industries, and which if successful will bring over 1,500 families to Curtis Bay, who will draw their supplies from Baltimore.

A FLOURISHING SUBURB.

THE POSSIBILITIES POSSESSED BY THE SPARROW POINT SETTLEMENT.

One of the most promising industries ever started in Maryland is the Sparrow Point extension of the Pennsylvania Steel Company's works at Steelton, about one mile from Harrisburg, Pa. Sparrow Point is about twelve miles from this city, on the Baltimore county side of the Patapasco river. Over 1,000 acres have been purchased, and the magnitude of the works now in course of operation on this site impresses all who see them. Railroad tracks intersect the grounds, and handsome dwellings and stores have been put up, to be followed by many more. The foundation of the man-

moth furnace is 1,000 feet long, 100 feet wide, and 60 feet high. With the exception of one retaining wall the superstructure is entirely of iron. The stone used in the heavy foundations was brought from Port Deposit, Md., in bay vessels, at the rate of one cargo per day. There will be four furnaces, each 23 feet in diameter and 80 feet high, with a Whitewell stove attached to each furnace to produce the gas that generates the blast. These stoves are each 22 feet in diameter and 70 feet high. Each furnace has three engines, each weighing 600 tons, and the main stack is 22 feet in diameter and 225 feet high, constructed of plate iron. These immense furnaces turn out about 4,000 tons of pig iron daily, and that branch of the business alone employs over 1,500 persons. There are also machine shops and foundry. The furnaces, machine shops and foundry occupy the water front of Sparrow Point, and are isolated from the section upon which the town is erected. It is believed that in five years the company will have 25,000 people residing on the property. The streets are laid off at right angles. The principal streets are 75 feet wide; every other thoroughfare is 60 feet wide. A bridge 500 feet long has been built across Humphrey's creek, on the opposite side of which it is proposed to have a settlement for colored people, the streets for which have already been laid out. A mammoth pier 800 feet long, 40 feet wide, with two railroad tracks upon it, has been erected. The approach to this pier has been deepened by dredging, and it is to be so increased in depth that the largest seagoing steamers may unload at the pier. Bricks in great quantities for use in foundations, houses, &c., have been turned out at the rate of 30,000 per day for some time. Ten years hence it is estimated the place will have eight piers, with steamships unloading thousands of tons of ore daily. The specialties manufactured are to be boiler plate, ships' plates and railroad iron. Sparrow Point will produce everything entering into the manufacture of ships at low cost. There will be plenty of steel for

ships and coast defences. The building of steel ships and iron-clads, with their machinery and equipments, will give ample employment to the Sparrow Point works, and it is believed will advance Baltimore in the line of shipbuilding. Baltimore at one time had the largest copper smelting works in the world, but they were killed by the protective tariff. It is proposed to use foreign ores largely at the Sparrow Point furnaces. They will come from Cuba, Spain, Island of Elba and many Mediterranean localities. The outlook is most encouraging, and the community is to be congratulated in the establishment of such an industry in the immediate locality of Baltimore.

SECURE INVESTMENTS.

STABILITY OF REAL ESTATE TRANSACTIONS—VALUE AND CHEAPNESS OF LAND.

The general impression among leading real estate brokers of this city is that the advantages of Baltimore for safe and profitable investments in real estate have never been taken advantage of. When the comparatively low price of Baltimore real estate is taken into consideration many express surprise that outside capital has not been informed of the fact. The impression is that if the true facts were known there would be an influx of investors. There are lots of vacant ground in East, West, South and North Baltimore, and good business property can be had in the central portions of the city, though the prices asked for it are considered good. Yet these prices are low when compared with other cities.

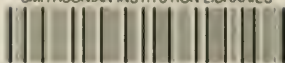
The property which the York River Line bought for about \$200,000 would bring at least \$2,000,000 in New York. Considering the immense advantages of Baltimore for business and dwelling property—the health, fine markets, libraries, hospitals, schools, proximity to Washington, &c.—real estate

is lower in Baltimore than in any other city in the United States. This does not exempt even the growing Western cities, but there is an element of stability about property in Baltimore that makes it especially desirable as an investment. The Real Estate Exchange took up the matter sometime ago, and sent to the city council a memorial claiming that it would be greatly to the interest of the city and add to its prosperity if an official publication were made setting forth the advantages of Baltimore, with the view of inducing business men and others to locate and encourage capitalists to invest here. This method, the real estate men say, has been tried in other cities to great advantage. The memorial said: "We have at present no ready means of placing before non-residents the great advantages we possess in a fine harbor, extensive waterfronts, railroad and shipping facilities for handling grain, oysters, tobacco and other freights, abundant pure water supply, moderate taxes, cheap real estate, low rents, fine parks, superior markets, universities, colleges, schools, libraries, handsome churches, &c., which information should be placed before the country at large in printed form by the publishing of a large edition for free circulation by our merchants and business men." This information, which the Exchange wants furnished to the world, goes there through the medium of the reports of the Land Office. The idea is not intended to be conveyed that real estate in Baltimore is a drug in the market, and has to be boomed to be sold. Such is not the case. It is simply fully as valuable and much more cheaper than elsewhere.





SMITHSONIAN INSTITUTION LIBRARIES



3 9088 00840 8189